

CONLEY
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TRAFFIC IMPACT STUDY

THE RESIDENCES AT QUAIL RIDGE
ACTON, MASSACHUSETTS

MARCH 2007

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Introduction

Conley Associates, Inc. previously completed the transportation component of the Draft and Final Environmental Impact Report (EIR) submitted for Quail Ridge Country Club located on Skyline Drive in Acton, Massachusetts. The project was constructed and the now includes an 18-hole golf course, swimming pool, tennis courts, and a family recreational center as outlined in the FEIR. As part of the filing of the Notice of Project Change (NPC), a new building program has been proposed for the existing Quail Ridge Country Club. The new building program will include 175 units of age-restricted housing (over 55 residents only) and conversion of the existing 18-hole golf course to only a 9-hole golf course.

Quail Ridge Country Club is currently accessed via Skyline Drive. The proposed age restricted residential units will be accessible via Hazelnut Street, Palmer Lane, and Skyline Drive (both Hazelnut Street and Palmer Lane connect to Great Road via Acorn Park Drive).

The study area included the following intersections: Great road (Route 2A/119) at Main Street (Route 27), Great Road at Skyline Drive, and Great Road at Great Road at Harris Street and Acorn Park Drive. Operations were analyzed during the weekday AM (7:00 AM to 9:00 AM), weekday PM (4:00 PM to 6:00 PM), and Saturday midday (11:00 AM to 1:00 PM) peak periods. Both the study area and time periods analyzed are consistent with previous EIR filings.

The following NPC traffic analysis will determine the 2007 Existing, 2012 No Build, and 2012 Build condition. The 2007 Existing condition includes traffic volumes from the Quail Ridge Country Club as constructed, the 2012 No Build condition project the existing volumes for a five year horizon, and the 2012 Build condition analyzes the impact of the proposed age-restricted housing and reduction in the number of holes on the golf course.

Existing Condition

The existing transportation conditions in the study area were assessed in February of 2007. Conley Associates, Inc. staff conducted a site visit to verify roadway geometry at the study area intersections, daily and peak hour traffic volumes were collected, the seasonal variation of traffic volumes was researched, and accident data was researched. In addition, because traffic volumes were collected in February, trips associated with the existing 18-hole golf course were estimated and added to the raw traffic volumes to more accurately represent existing traffic volumes.

Roadway Geometry

Great Road runs northwest to southeast through Acton. For discussion purposes, Great Road will be considered a north-south road. Main Street runs southwest to northeast through Acton, however for the following analysis, it will be considered an east-west roadway. The detailed geometry at each of the study area intersections is detailed below.

Great Road at Main Street

The intersection of Great Road at Main Street is a four way, signalized intersection. The eastbound and westbound approaches of Main each consist of a left turn lane, a through lane, and a channelized right turn lane. The left and through movements on Main Street are under signal control while the channelized right turn movements are controlled by yield signs. The northbound and southbound approaches of Great Road each consist of a shared left and through lane as well as a shared through and right lane. Crosswalks are located across each leg of the intersection and the signal hardware includes pedestrian push buttons.

Great Road at Skyline Drive

The intersection of Great Road at Skyline Drive is a three-legged, unsignalized intersection. The northbound and southbound approaches of Great Road each consist of a single lane that allows through movements or turns onto Skyline Drive. The eastbound approach of Skyline Drive currently consists of a single, wide lane that allows turns onto Great Road. Although Skyline Drive will be striped for two exiting lanes, at this time, the final course of pavement has not been laid. A concrete island separates entering and exiting traffic at the Skyline Drive approach to Great Road.

Great Road at Harris Street and Acorn Park Drive

The intersection of Great Road at Harris Street and Acorn Park Drive is a four legged, unsignalized intersection. The northbound and southbound approaches of Great Road each consist of a single lane that allows through movements or turns onto the side streets. The eastbound approach of Acorn Park Drive consists of a separate left turn lane and a shared through and right turn lane. The westbound approach of Harris Street consists of a shared left and through lane and a channelized right turn lane, both of which are under stop sign control. A crosswalk is located on Acorn Park Drive.

Existing Public Transportation

The South Acton commuter rail station is located approximately 3.41 miles from the project site. This commuter rail station is part of the Fitchburg line, which runs between Fitchburg and North Station. During the week, this rail line runs back and forth 17 times, making 6 trips during the AM peak period and 6 trips during the PM peak period. There are no public bus lines that run through Acton.

Traffic Volume Data

Daily and peak hour traffic volumes were collected on study area roadways. Automatic traffic recorders (ATRs) collected traffic volume continuously from Thursday, February 8, 2007 through Saturday, February 10, 2007 on Great Road, just north of Skyline Drive. Daily traffic volumes were also collected on Acorn Park Drive, as the residential condominium units will be accessible via Hazelnut Street, Palmer Lane, and Skyline Drive (both Hazelnut Street and Palmer Lane connect to Great Road via Acorn Park Drive). The daily traffic volumes are shown in Table 1.

Table 1: Daily Traffic Volumes

Location/Day	Thursday	Friday	Saturday
Great Road (Rte 2A/119)	18,580	19,260	17,080
Acorn Park Drive	1,490	1,535	1,415

Great Road has a weekday daily traffic volume of approximately 18,920 vehicles and a Saturday daily traffic volume of approximately 17,080 vehicles. Acorn Park Drive has a weekday daily traffic volume of approximately 1,515 vehicles and a Saturday daily traffic volume of approximately 1,415 vehicles.

In addition, Turning Movement Counts (TMCs) were conducted at the study area intersections on Thursday, February 8, 2007 and Saturday, February 10, 2007 during the weekday AM (7:00 AM to 9:00 AM), weekday PM (4:00 PM to 6:00 PM), and Saturday midday (11:00 AM to 2:00 PM) peak periods. The weekday AM and weekday PM peak periods were analyzed due to the residential component of the project and the Saturday midday peak hour was included because of the golf course component. All traffic data has been included in the Appendix.

Seasonal Adjustment

In order to determine the seasonal variation in the traffic volumes in this area, Conley Associates, Inc. researched local traffic count data from the Massachusetts Highway Department (MassHighway). Continuous counting data were taken from the closest permanent count stations; #4172 located on Route 2, west of Route 27 in Acton and #403 located on Route 2 east of the Concord rotary in Concord. Based on the MassHighway data, February traffic volumes are approximately 5.4 percent lower than average month volumes. Therefore, the February traffic volumes were increased by 5.4 percent to represent average month conditions.

Golf Course Trips

The Quail Ridge Country Club has been constructed and is now operational. However, traffic volumes associated with the 18-hole golf course would not be accurately represented in a February (winter) traffic count. Therefore, Conley Associates, Inc. estimated the peak hour trip generation associated with the existing 18-hole golf course and added it in to the 2007 raw traffic volumes.

Trip generation estimates for the 18-hole golf course were based on the manual, Trip Generation, 7th Edition, published by the Institute of Transportation Engineers (ITE) in 2003, specifically Land Use Code 430, Golf Course. Based on ITE, the existing 18-hole golf course would be expected to generate 40 vehicles trips during the weekday AM peak hour (32 trips in and 8 trips out), 50 vehicle trips during the weekday PM peak hour (22 trips in and 28 trips out), and 82 vehicle trips during the Saturday midday peak hour (40 trips in and 42 trips out).

Accident Data

Conley Associates, Inc. researched the Massachusetts Highway Department (MassHighway) accident database for crashes at the study area intersections that occurred in the most recent three year period (2003-2005). A total of 50 accidents occurred at the study area intersection. Great

Road at Main Street had a total of 38 accidents, Great Road at Harris Street and Acorn Park Drive had a total of 10 accidents, and Great Road at Skyline Drive had a total of 2 accidents over the three year period.

Approximately 38 percent of the accidents involved property damage only, 22 percent involved injury (no fatalities). The remaining 40 percent of the accidents had no information on what type of damage was involved (property damage or personal injury). Of the total number of accidents, 72 percent occurred on a clear day on a dry road surface. Approximately 40 percent of the accidents were angle type and 32 percent were rear ends. The remaining 28 percent of accident types were either unknown, single vehicle, head-on, or involving a single vehicle. The majority of the accidents (72 percent) occurred during the day under clear conditions when the pavement was dry. There were no recorded fatalities at any of the study area intersections between 2003 and 2005. The accident data is summarized in Table 2.

Table 2: Accident History 2003 – 2005

Location/Type	Total	Great Road at		
		Main St	Harris St/Acorn Pk Dr	Skyline Dr
Year				
2003	19	12	7	1
2004	14	11	2	1
<u>2005</u>	<u>16</u>	<u>15</u>	<u>1</u>	<u>0</u>
Total	50	38	10	2
Manner of Collision				
Fatality	0	0	0	0
Injury	11	6	4	1
Property Only	19	17	2	0
Not Reported	20	15	4	1
Weather Condition				
Clear	36	29	5	2
Cloudy	4	2	2	0
Rain	4	3	1	0
Snow	4	2	2	0
Sleet	1	1	0	0
Unknown	1	1	0	0
Road Surface				
Dry	37	30	5	2
Wet	6	3	3	0
Icy	2	2	0	0
Snowy	4	2	2	0
Unknown	1	1	0	0
Ambient Light				
Daylight	39	30	7	2
Dark-Lit	9	6	3	0
Dawn/Dusk	1	1	0	0
Unknown	1	1	0	0
Manner of Collision				
Angle	20	14	6	0
Head-On	2	2	0	0
Rear end	16	13	2	1
Unknown	4	3	0	1
Single Vehicle	3	1	2	0
Sideswipe	5	5	0	0

Conley Associates, Inc. then calculated the accident rate for the study area intersections using the MassHighway Crash Rate Worksheet. The accident rate is calculated in terms of accidents per million vehicles entering the intersection. The accident rates are then compared to the district wide rates generated by MassHighway. Acton is located in MassHighway District 3, which has an average accident rate of 0.84 for signalized intersections and an average accident rate of 0.79 for unsignalized intersections. The accident rates for the study area intersections are summarized in Table 3.

Table 3: Accident Rates

Signalized Intersections (District 3 Average 0.84)	Crash Rate*
Great Road at Main Street	1.23
Unsignalized Intersections (District 3 Average 0.79)	Crash Rate*
Great Road at Harris Street and Acorn Park Drive	0.50
Great Road at Skyline Drive	0.11

*Accident rates are in accidents per million entering vehicles.

The accident rate at the signalized intersection of Great Road at Main Street was calculated to be 1.23, which is higher than the MassHighway District 3 average accident rate. The accident rates at the unsignalized intersections of Great Road at Harris Street and Great Road at Skyline Drive were calculated to be 0.50 and 0.11, respectively. The accident rates for both of the unsignalized intersections are below the MassHighway average accident rate for unsignalized intersections.

2007 Existing Condition Traffic Volumes

The raw traffic volumes were balanced between the intersections of Great Road at Main Street and Great Road at Skyline Drive. Traffic volumes between the intersections of Great Road at Skyline Drive and Great Road at Acorn Park Drive and Harris Street were not balanced due to the large number of retail and residential units in between those two intersections. The balanced TMC data were then adjusted upwards by 5.4 percent to adjust for seasonal variation in traffic volumes. In addition, because traffic volumes collected in February would not accurately reflect existing trips to the golf course, Conley Associates, Inc. estimated the trip generation of the 18-hole golf course currently onsite. The 2007 Existing condition traffic volumes can be found in the Appendix.

No Build Condition

As mentioned previously, the building program outlined in the FEIR has been constructed; the Quail Ridge Country Club is open and operational. However, as part of the filing of the Notice of Project Change (NPC), a new building program has been proposed. Therefore, as part of the standard procedure for traffic analysis, the transportation conditions expected in the study area for a five year horizon were determined. Background traffic growth was projected and site specific traffic was researched. The traffic associated with each of these components was added to the 2007 Existing Condition traffic volumes to determine the 2012 No Build Condition.

Background Traffic Growth

Conley Associates, Inc. researched traffic growth rates for the Town of Acton. Conley Associates, Inc. researched data from MassHighway permanent count stations #4172 (located on Route 2, west of Route 27 in Acton) and #403 (located on Route 2 east of the Concord rotary in Concord). Conley Associates, Inc. also researched traffic volume data from a number of temporary count stations including; station #4002 located on Route 2A/119 at the Littleton town line, #4001 located on Route 27 north of Route 2A, #4167 located on School Street west of Parker Street, all in Acton, and #4166 located on the Cambridge Turnpike east of Route 24 and #4003 located on Route 62 at the Acton town line, both in Concord. The data from the permanent and temporary count stations showed a range of growth rates from negative 0.27 percent to a positive 2.55 percent, or an average growth rate of negative 0.06 percent per year.

Conley Associates, Inc. also reviewed MassHighway statewide growth rates for each district. District 3 showed a negative 1.4 percent growth rate between 2004 and 2005 (the most recent year of data available). In addition to the MassHighway data, the daily traffic volumes along Great Road from 2001 (from the EIR) and 2007 were compared. After adjusting the February traffic volumes for seasonal variation, the weekday daily traffic volume data showed a negative growth rate of 0.58 percent per year. Given the range of growth rates both positive and negative, Conley Associates, Inc. determined that a 0.50 percent annual rate would be appropriate.

Site Specific Development

Conley Associates, Inc. called the Town of Acton to determine if there were any development projects that might affect future traffic volumes in the study area. Two projects were identified including the Woodlands at Laurel Hill and another residential project off of Brabrook Road.

The Woodlands at Laurel Hill is a large residential project located north of the study area and includes 308 apartment units (to be located in both Acton and Westford) as well as 64 town homes for residents over 55. The other project is already under construction and will consist of 33 townhouses for residents over 55. The trip generation for these projects was estimated based on information contained in the ITE Trip Generation manual, specifically, LUC 220—Apartment and LUC 251—Senior Adult Housing-Detached were used. The trip generation worksheets for each of these projects are included in the Appendix.

No Build Condition Traffic Volumes

The existing traffic volumes were increased by 0.5 percent per year for five years and added to the traffic volumes associated with the site specific developments to determine the 2012 No Build traffic volumes. The 2012 No Build traffic volumes can be found in the Appendix.

Build Condition

As mentioned previously, the building program outlined in the FEIR has been constructed and the Quail Ridge Country Club is open and operational. However as part of the Notice of Project Chang (NPC), the site will be reconfigured again to include 175 units of age-restricted housing and the 18-hole golf course will be converted to only a 9-hole golf course. The traffic volumes

associated with the NPC building program were calculated and added to the 2012 No Build traffic volumes to determine the 2012 Build condition.

Site Access

Quail Ridge Country Club is currently accessible via Skyline Drive and will remain so in the future. The proposed 175 age-restricted residential units will be accessible via Skyline Drive, Hazelnut Street, and Palmer Lane. Both Hazelnut Street and Palmer Lane connect to Great Road via Acorn Park Drive.

Trip Generation

The trip generation of the proposed age-restricted residential units was based on the ITE Trip Generation manual, using a combination of LUC 230—Residential Condominium/Townhouse and LUC 251—Senior Adult Housing-Detached. To be conservative in our estimate of trip generation, the average trip generation between both land use codes was calculated. This methodology was employed because the trip rates for standard housing (non age-restricted) were determined to be too high for age-restricted type housing and the trip rates for senior housing land use code were very low. Therefore, the proposed 175 units of age-restricted housing are expected to generate 838 vehicle trips over the course of a weekday, 56 vehicle trips during the weekday AM peak hour, 69 vehicle trips during the weekday PM peak hour, 738 vehicle trips over the course of a Saturday, and 58 vehicle trips during the Saturday midday peak hour.

In addition to the proposed age-restricted housing units, the 18-hole golf course will be converted to a 9-hole course as part of the Notice of Project Change building program. A credit for the reduction in the number of holes was taken, based on trip generation rates from ITE LUC 430—Golf Course. It was determined that the reduction in the number of holes would generate 322 fewer vehicle trips over the course of a weekday, 20 fewer vehicle trips during the weekday AM peak hour, 25 fewer vehicle trips during the weekday PM peak hour, 366 fewer vehicle trips during the course of a Saturday, and 41 fewer vehicle trips during the Saturday midday peak hour.

The net increase in trip generation was then calculated. The NPC building program is expected to generate 516 vehicle trips over the course of a weekday, 36 vehicle trips during the weekday AM peak hour, 44 vehicle trips during the weekday PM peak hour, 372 vehicle trips over the course of a Saturday, and 17 vehicle trips during the Saturday midday peak hour. A detailed trip generation summary is shown in Table 4.

Table 4: Trip Generation Summary

Peak Hour/Scenario	Direction	175 Age-Restricted Residential Units	Conversion of 18-hole course to 9-hole course	Net Trip Generation
Weekday Daily	In	419	-161	258
	Out	419	-161	258
	Total	838	-322	516
Weekday AM Peak Hour	In	10	-16	-6
	Out	46	-4	42
	Total	56	-20	36
Weekday PM Peak Hour	In	46	-11	35
	Out	23	-14	9
	Total	69	-25	44
Saturday Daily	In	369	-183	186
	Out	369	-183	186
	Total	738	-366	372
Saturday Midday Peak Hour	In	31	-20	11
	Out	27	-21	6
	Total	58	-41	17

Trip Distribution

Traffic volumes associated with the NPC building program were distributed throughout the study area roadways based on existing traffic patterns. Approximately 30 percent of the site trips will be oriented to and from points north of Acorn Park Drive/Harris Street along Great Road and 30 percent of the site trips will be oriented to and from points south of Main Street (Route 27) along Great Road. Along Main Street, 20 percent of the site trips will be oriented to and from points west of Great Road and 15 percent will be oriented to and from points east of Great Road. The remaining 5 percent will be oriented to and from points east of the site along Harris Street. The trip distribution is shown in Table 5.

Table 5: Trip Distribution Summary

Location	Percent (%)
Great Road, north of Acorn Park Drive/Harris Street	30
Great Road, south of Main Street	30
Main Street, west of Great Road	20
Main Street, east of Great Road	15
Harris Street, east of Great Road	5
Total	100

2012 Build Condition Traffic Volumes

Conley Associates, Inc. added the trips associated with the NPC building program to the 2012 No Build traffic volumes to determine the 2012 Build condition traffic volumes. The weekday

AM, weekday PM, and Saturday midday peak hour traffic volumes associated with this condition are included in the Appendix.

Traffic Operations Analysis

The operating conditions at each of the study area intersections were determined. Intersection analysis was completed utilizing Highway Capacity Manual methodologies for signalized and unsignalized intersections.

Level of Service

Level of service (LOS) is a calculation of control delay for an intersection. LOS is an indication of driver discomfort, frustration, fuel consumption, and lost time. LOS is defined by an index from A (free flow) to F (long delays).

Signalized intersection analysis is based upon the capacity of each lane group and the correlating control delay associated with the intersection. Capacity is a measurement of the ability of an intersection design to accommodate all movements within the intersection. Delay is the measure of the user quality of service. Capacity is a function of physical geometry and signalization conditions.

For unsignalized intersections, delay values apply only to the controlled movements, since the main street movements are not restricted. Control delay is the elapsed time for deceleration, queue time, stopped delay and final acceleration. Average control delay for unsignalized intersections is a function of the capacity of the approach and the degree of saturation. The LOS categories (A through F) and the corresponding control delay for each value is given in Table 6.

Table 6: Level of Service Criteria

Level of Service	Average Delay (seconds)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

Source: 2000 Highway Capacity Manual

Synchro 6 was used as the analysis tool for determining both the signalized and unsignalized level of service for the intersections. Synchro 6 implements the methods of the 2000 Highway Capacity Manual to analyze intersection capacity and level of service.

Intersection Operating Conditions

The level of service procedures described above were used to determine Existing, Future Condition with FEIR Build program, and Future Condition with NPC Build program peak hour operating levels of service at the study area intersections.

Signalized Intersection Operations

Conley Associates, Inc. conducted operational analysis for the signalized intersection of Great Road at Main Street. The LOS and delay results for this intersection are summarized in Table 7.

Table 7: Signalized Intersection Level of Service Summary

Location/Peak Hour	Existing		No Build		Build	
	LOS ¹	Delay ²	LOS	Delay	LOS	Delay
Great Rd at Main St						
Weekday AM	B	17.2	B	19.1	B	19.8
Weekday PM	C	27.0	D	40.4	D	42.7
Saturday Midday	C	33.8	D	50.3	D	51.1

1. LOS = Level of Service.

2. Delay is measured in seconds per vehicle.

As shown in Table 7, the intersection of Great Road at Main Street is currently operating at LOS B during the weekday AM peak hour. This intersection is expected to continue to operate at LOS B in the future condition with or without the NPC building program in place. During the weekday PM and Saturday midday peak hour, this intersection is currently operating at LOS C and is expected to operate at LOS D in the 2012 No Build and 2012 Build condition.

Although the NPC building program consists of 175 residential units, these units are for age-restricted housing, which means that not all of the residents will be traveling during peak hours. In addition, the reduction in the number of holes will reduce the overall number of golfers able to use the course at one time. Therefore, the NPC building program is not expected to significantly impact operations at the signalized intersection of Great Road at Main Street during the peak hours analyzed.

Unsignalized Intersection Operations Analysis

Conley Associates, Inc. then analyzed operations at the unsignalized intersections of Great Road at Harris Street and Acorn Park Drive and Great Road at Skyline Drive. Table 8 summarizes the LOS and average delay per vehicle at the unsignalized study area intersections.

Table 10: Unsignalized Intersections Level of Service Summary

Location/Peak Hour	Existing		No Build		Build	
	LOS ³	Delay ⁴	LOS	Delay	LOS	Delay
Great Road at Harris Street and Acorn Park Drive						
Weekday AM						
Harris St Westbound Left-Thru	F	85.8	F	>100	F	>100
Harris St Westbound Right	C	22.1	D	26.1	D	28.8
Acorn Pk Dr Eastbound Left	F	82.9	F	>100	F	>100
Acorn Pk Dr Eastbound Thru-Right	B	11.7	B	12.1	B	12.1
Great Rd Northbound	A	0.5	A	0.6	A	0.6
Great Rd Southbound	A	2.7	A	3.1	A	3.1
Weekday PM						
Harris St Westbound Left-Thru	F	>100	F	>100	F	>100
Harris St Westbound Right	C	24.6	D	30.1	D	29.3
Acorn Pk Dr Eastbound Left	F	>100	F	>100	F	>100
Acorn Pk Dr Eastbound Thru-Right	C	24.2	D	29.8	D	29.7
Great Rd Northbound	A	1.1	A	1.3	A	1.6
Great Rd Southbound	A	3.3	A	4.0	A	4.0
Saturday Midday Hour						
Harris St Westbound Left-Thru	F	>100	F	>100	F	>100
Harris St Westbound Right	C	19.6	C	22.2	D	29.2
Acorn Pk Dr Eastbound Left	F	>100	F	>100	F	>100
Acorn Pk Dr Eastbound Thru-Right	C	16.5	C	18.1	C	18.0
Great Rd Northbound	A	1.4	A	1.7	A	1.9
Great Rd Southbound	A	1.7	A	2.0	A	2.0
Great Road at Skyline Drive						
Weekday AM						
Skyline Dr Eastbound left	E	45.0	F	61.1	F	61.1
Skyline Drive Eastbound Right	C	16.9	C	19.0	C	20.4
Great Rd Northbound	A	1.4	A	1.5	A	1.2
Great Rd Southbound	A	0.0	A	0.0	A	0.0
Weekday PM						
Skyline Dr Eastbound Left	F	>100	F	>100	F	>100
Skyline Drive Eastbound Right	B	13.6	B	14.5	B	14.6
Great Rd Northbound	A	0.8	A	1.1	A	2.0
Great Rd Southbound	A	0.0	A	0.0	A	0.0
Saturday Midday Hour						
Skyline Dr Eastbound Left	F	>100	F	>100	F	>100
Skyline Drive Eastbound Right	C	17.3	C	19.0	C	18.9
Great Rd Northbound	A	1.5	A	1.8	A	1.8
Great Rd Southbound	A	0.0	A	0.0	A	0.0

3. LOS = Level of Service.

4. Delay is measured in seconds per vehicle.

As shown on Table 10, the unsignalized intersection of Great Road at Harris Street and Acorn Park Drive and Great Road at Skyline Drive are currently operating at LOS F and will continue to operate at LOS F with or without the proposed NPC building program in place. However,

only the side street movements are experiencing these delays, the movements along Great Road are experiencing LOS A conditions.

Signal Warrant Analysis

Project traffic will travel through two unsignalized intersections, Great Road at Harris Street and Acorn Park Drive as well as Great Road at Skyline Drive. These intersections are currently operating at poor levels of service. In order to determine if a signal is justified at either of these locations, Conley Associates, Inc. reviewed the warrants for signalization outlined in the Manual on Uniform Traffic Control Devices (MUTCD). Specifically, the warrants that rely on approach volumes, including Warrant 2-Four Hour Vehicular Volume and Warrant 3-Peak Hour Volume, were reviewed.

The intersection of Great Road at Harris Street and Acorn Park Drive did not meet the criteria for the four hour warrant in the Existing or Build condition. This intersection did meet the criteria for the peak hour warrant in the Existing and Build condition.

The intersection of Great Road at Skyline Drive did not meet the criteria for the four hour warrant in the Existing or Build condition. This intersection did not meet the criteria for the peak hour warrant in the Existing or Build condition.

Although the intersection of Great Road at Harris Street and Acorn Park Drive met the criteria for the peak hour warrant, this intersection did not meet the criteria for the four hour warrant. Therefore, Conley Associates, Inc. would not recommend signalization of this intersection.

The intersection of Great Road at Skyline Drive did not meet the criteria for either the peak hour warrant or the four hour warrant, therefore, Conley Associates, Inc. would not recommend the installation of a signal at this intersection.

EIR Building Program

As mentioned in the introduction, the building program from the EIR (which included the 18-hole golf course) has been constructed and occupied. Therefore, the 2007 Existing and 2012 No Build condition from this study already include the traffic associated with the EIR building program. The 2012 Build condition in this study analyzes the traffic impact of the NPC program, which includes the age-restricted housing and the reduction of the 18-hole golf course to a 9-hole golf course. And so, the 2012 No Build condition and the 2012 Build condition actually compare the EIR building program to the NPC building program.

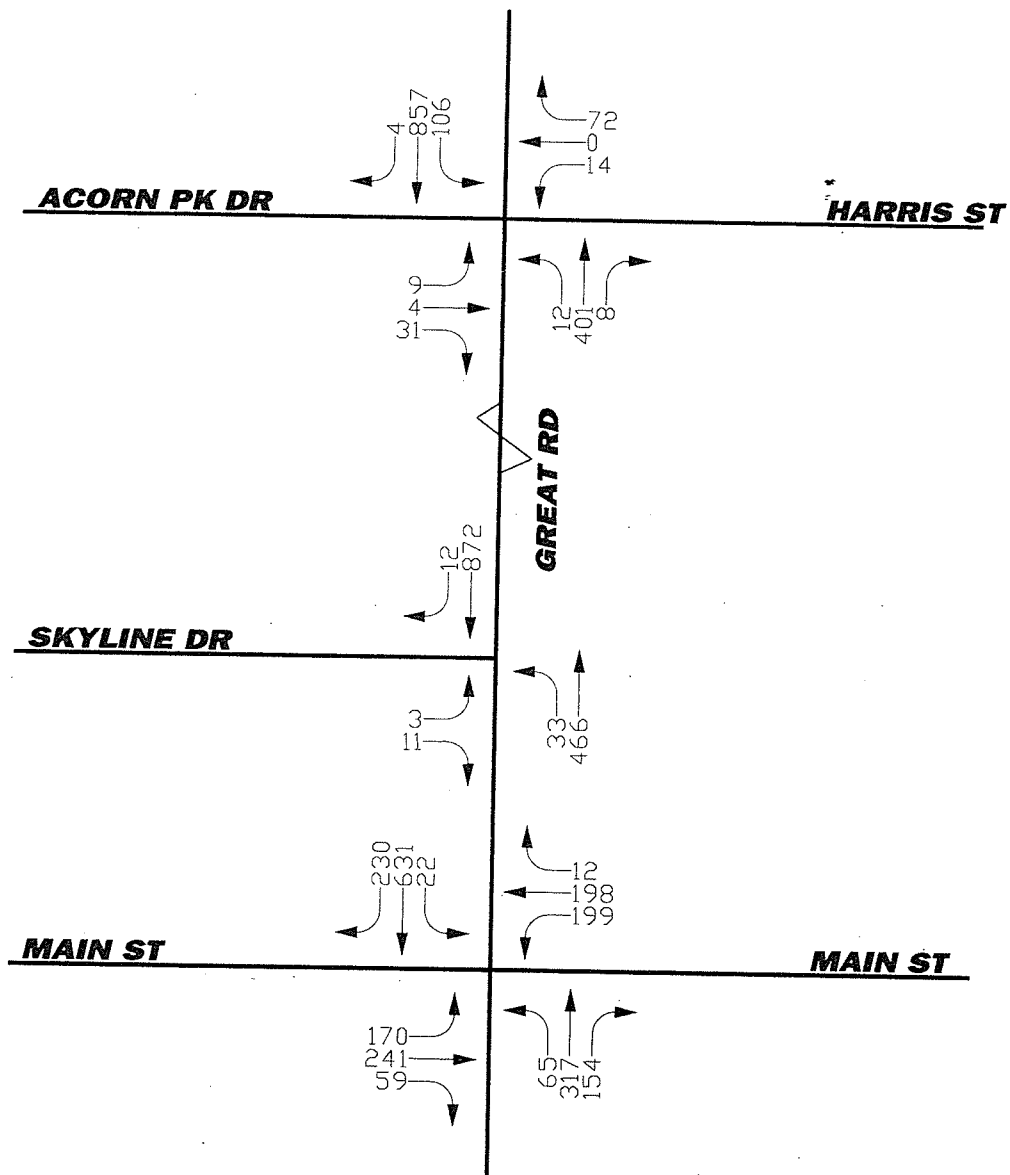
Conclusion

Conley Associates, Inc. previously completed the transportation component of the Draft and Final Environmental Impact Report submitted for the Quail Ridge Country Club on Skyline Drive in Acton, Massachusetts. The country club with 18-hole golf course and onsite amenities was constructed and the site is now operational. However, the project proponent, as part of a Notice of Project Change, is now proposing to add 175 units of age-restricted housing and reduce the number of holes on the golf course from 18 to only 9.

Conley Associates, Inc. calculated the trip generation for the proposed age-restricted housing and took credit for the reduction in the number of holes on the golf course. The NPC building program is expected to generate 516 vehicle trips over the course of a weekday, 36 vehicle trips during the weekday AM peak hour, 44 vehicle trips during the weekday PM peak hour, 372 vehicle trips over the course of a Saturday, and 17 vehicle trips during the Saturday midday peak hour.

The intersection of Great Road at Main Street is expected to operate at LOS D or better under all conditions. The side street approaches at the unsignalized intersections of Great Road at Harris Street and Acorn Park Drive and Great Road at Acorn Park Drive are currently operating with lengthy delays and will continue to operate with lengthy delays in the future with or without the proposed redevelopment. However, only the side street movements are experiencing delays, the Great Road movements are operating with little or no delay.

APPENDIX



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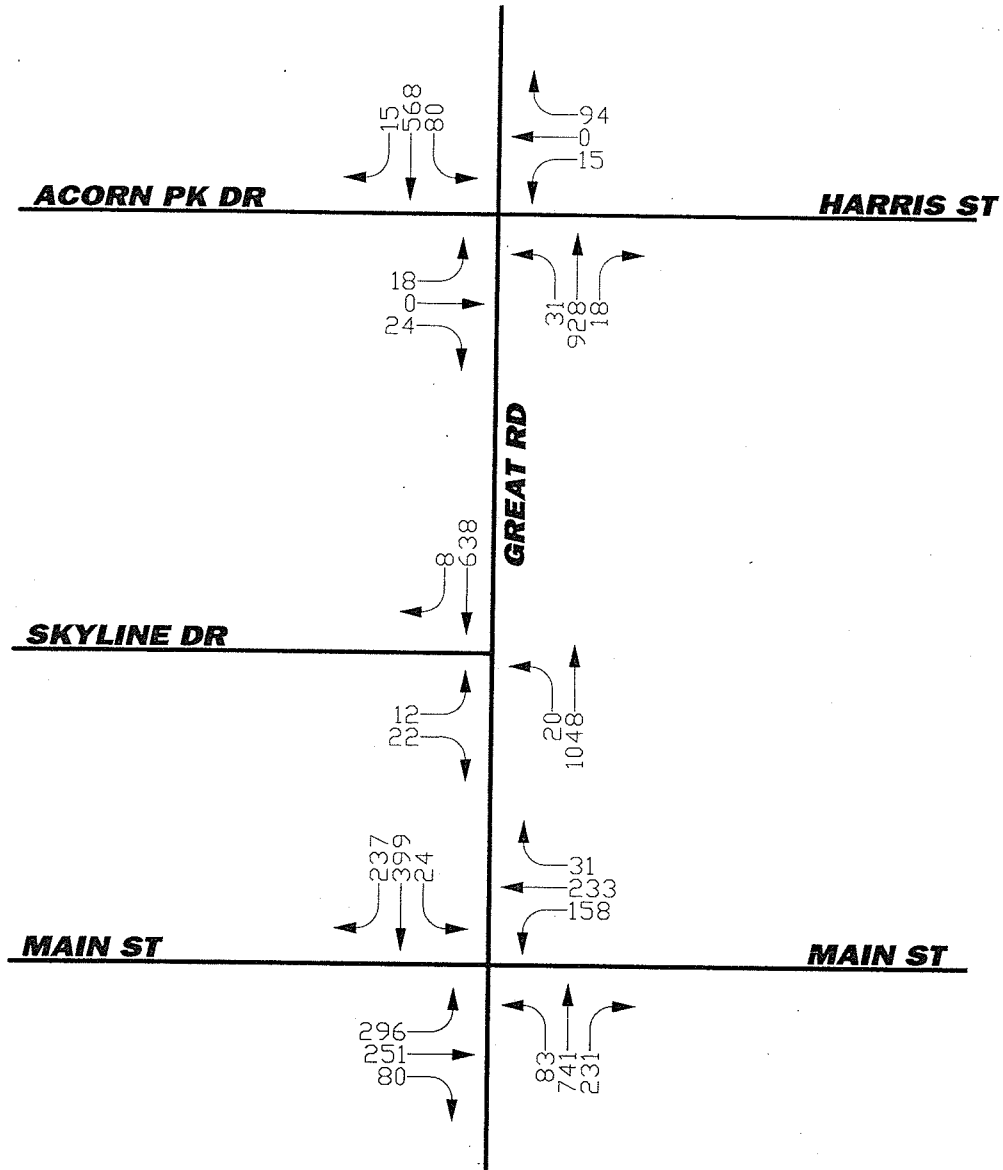
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FIGURE 1
WEEKDAY AM PEAK HOUR
2007 EXISTING CONDITION TRAFFIC VOLUMES
ACTON, MA

PROJ. NO. 1318

DATE: 04/2007

NOT TO SCALE



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FIGURE 2
WEEKDAY PM PEAK HOUR
2007 EXISTING CONDITION TRAFFIC VOLUMES
ACTON, MA

PROJ. NO. 1318

DATE: 04/2007

NOT TO SCALE

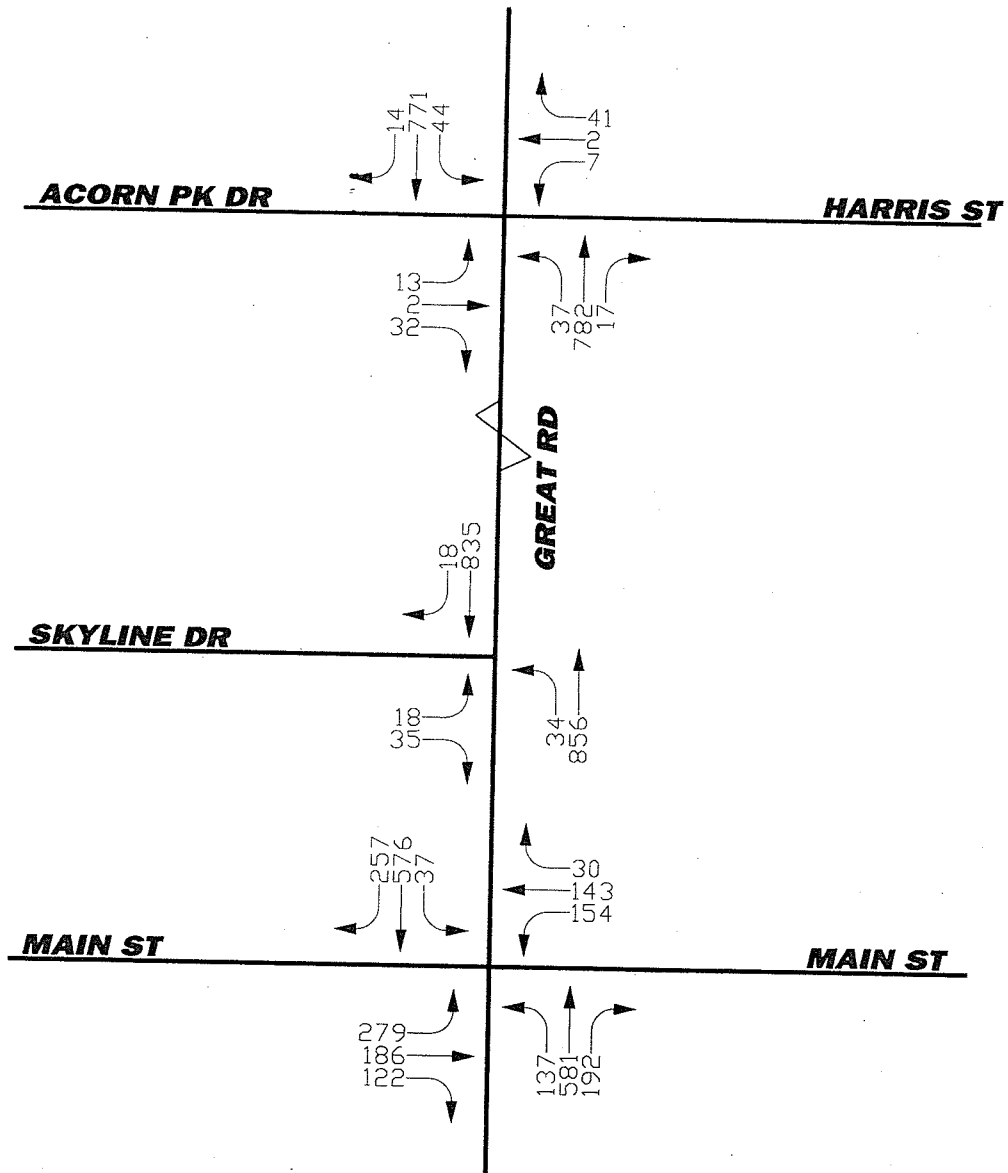


FIGURE 3
SATURDAY MIDDAY PEAK HOUR
2007 EXISTING CONDITION TRAFFIC VOLUMES
ACTON, MA

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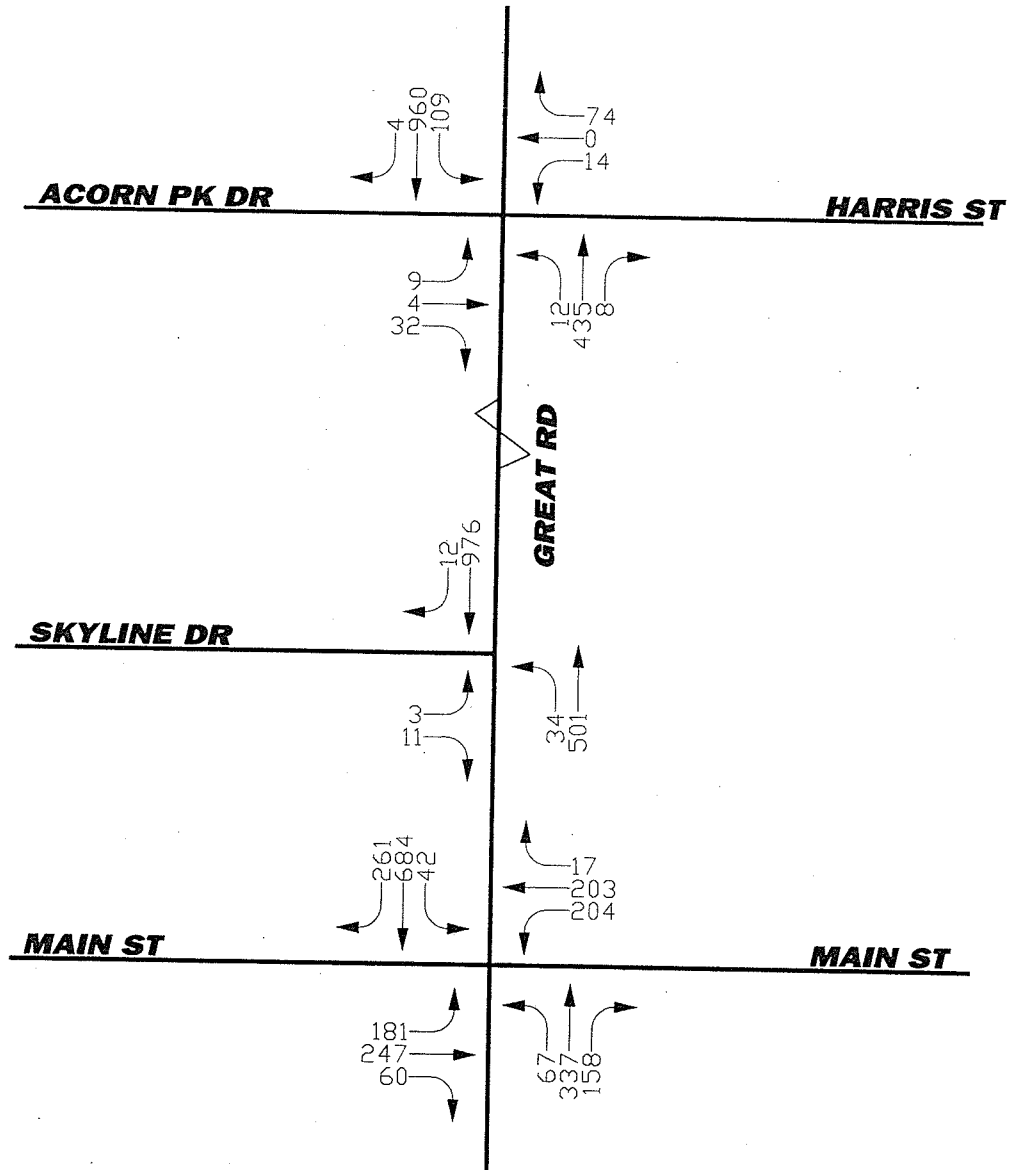


1318\cadNetworks.dwg

PROJ. NO. 1318

DATE: 04/2007

NOT TO SCALE



1318\cad\Networks.dwg

FIGURE 4

WEEKDAY AM PEAK HOUR

2012 NO BUILD CONDITION TRAFFIC VOLUMES

ACTON, MA

PROJ. NO. 1318

DATE: 04/2007

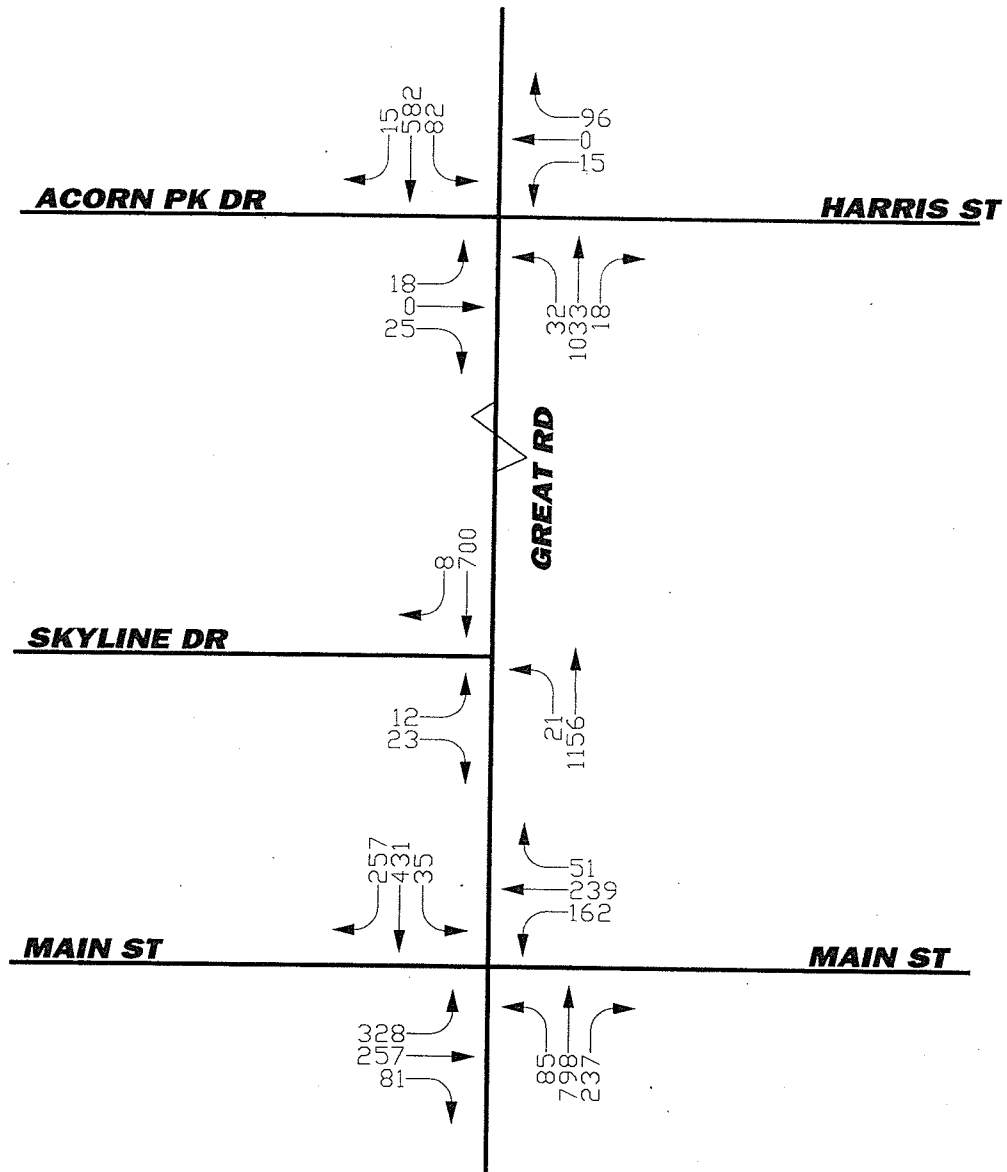
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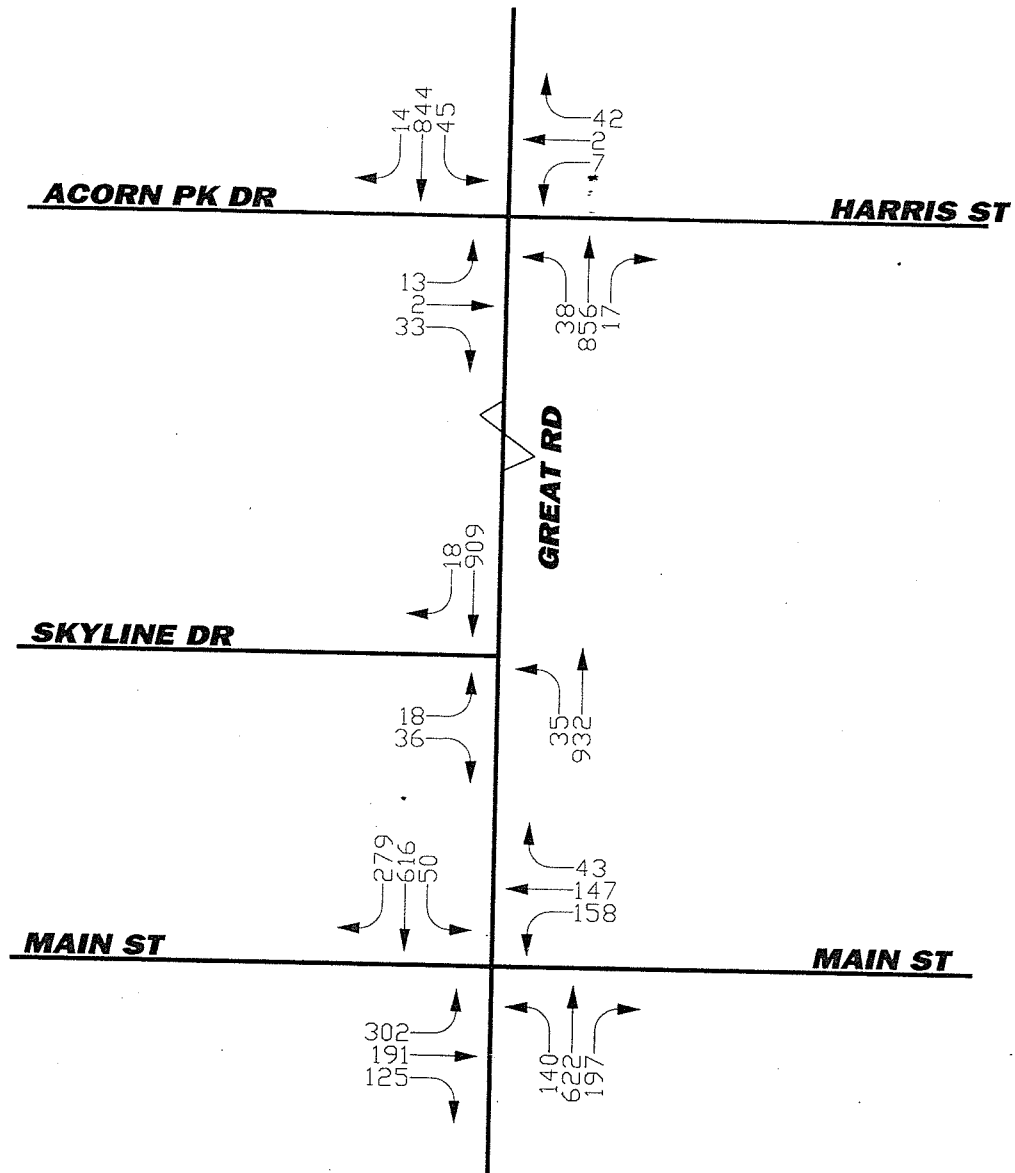
1318\cad\Networks.dwg

FIGURE 5
WEEKDAY PM PEAK HOUR
2012 NO BUILD CONDITION TRAFFIC VOLUMES
ACTON, MA

PROJ. NO. 1318

DATE: 04/2007

NOT TO SCALE



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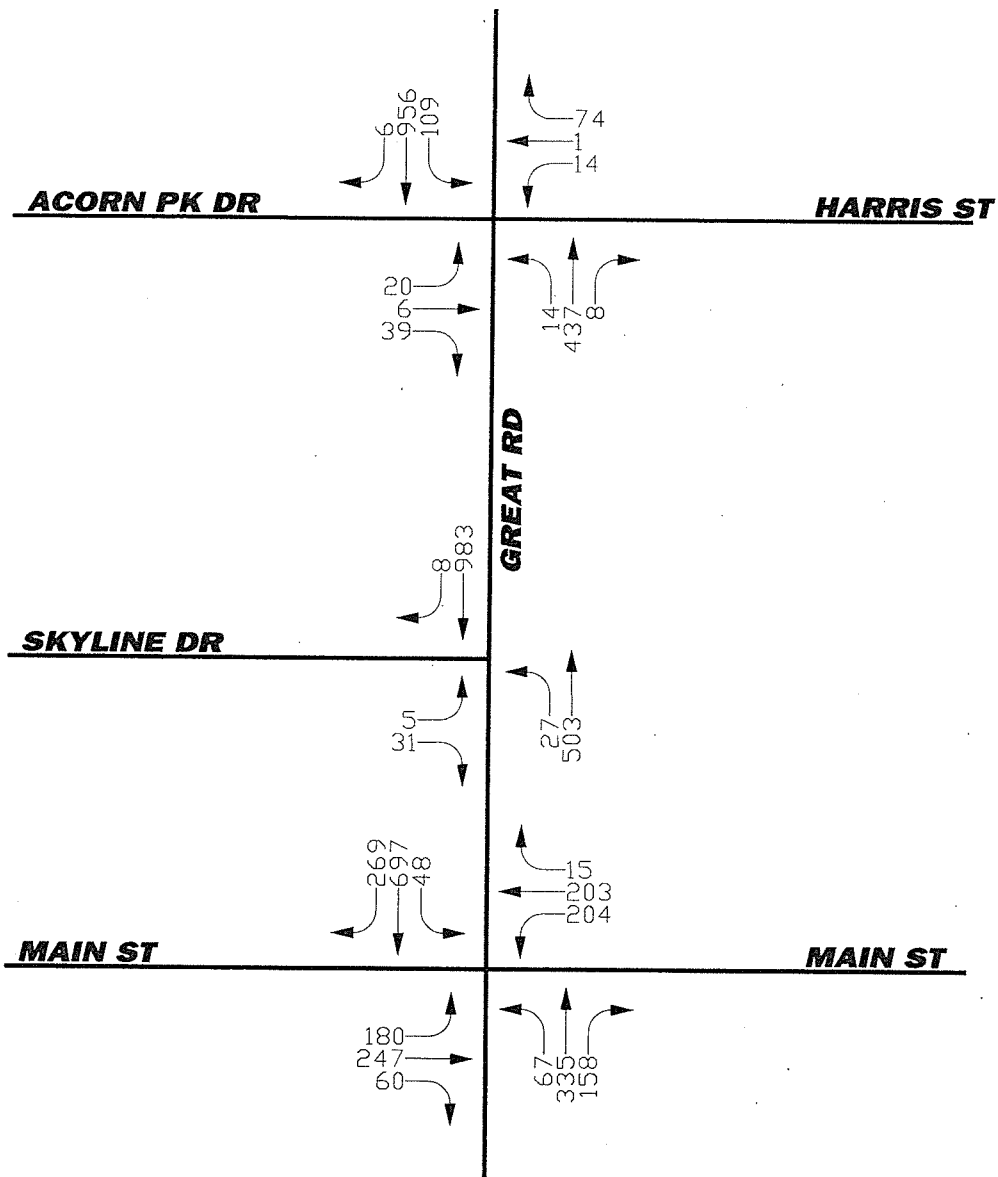
1318\cad\Networks.dwg

FIGURE 6
SATURDAY MIDDAY PEAK HOUR
2012 NO BUILD CONDITION TRAFFIC VOLUMES
ACTON, MA

PROJ. NO. 1318

DATE: 04/2007

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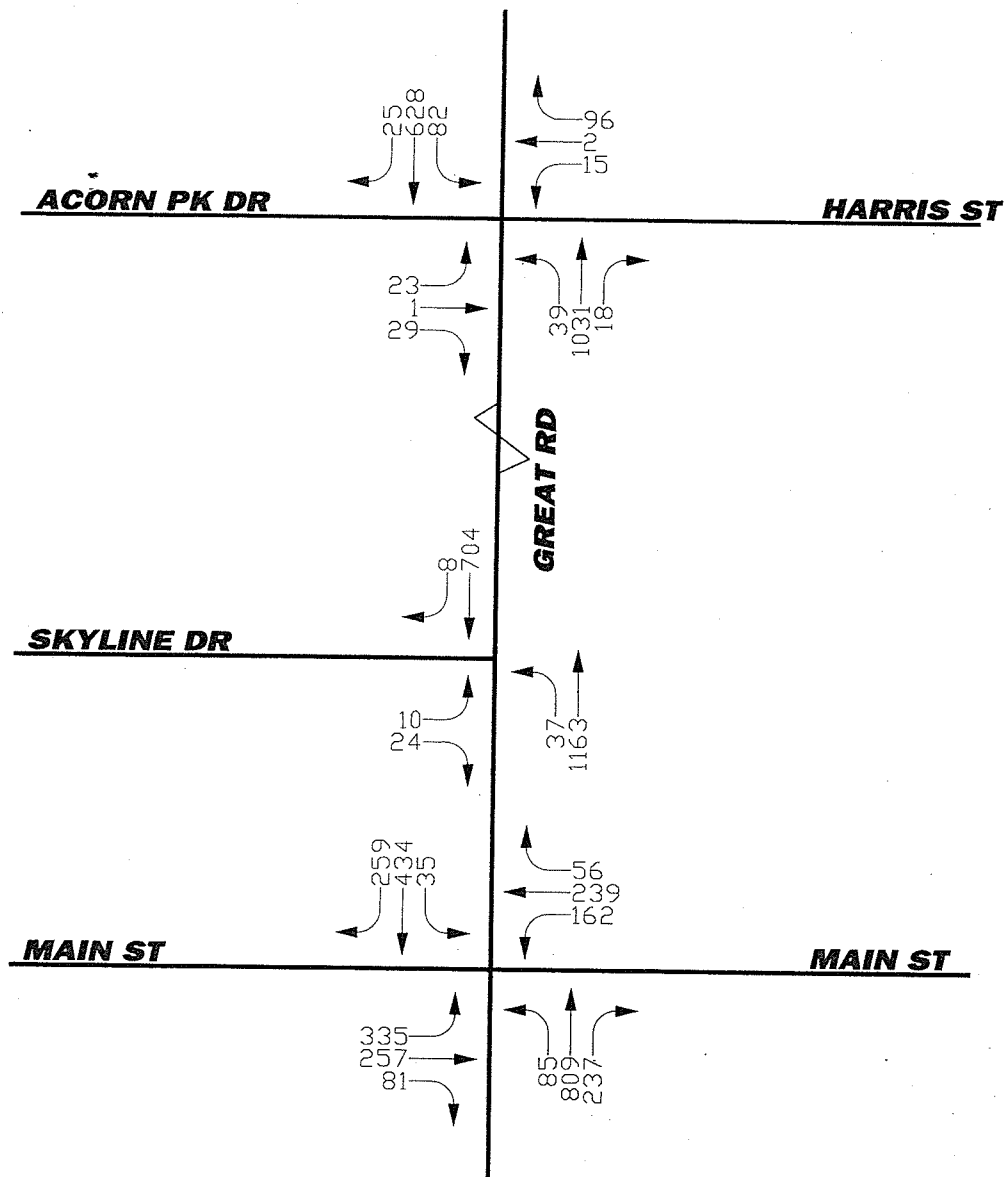
1318\cad\Networks.dwg

FIGURE 7
WEEKDAY AM PEAK HOUR
2012 BUILD CONDITION TRAFFIC VOLUMES
ACTON, MA

PROJ. NO. 1318

DATE: 04/2007

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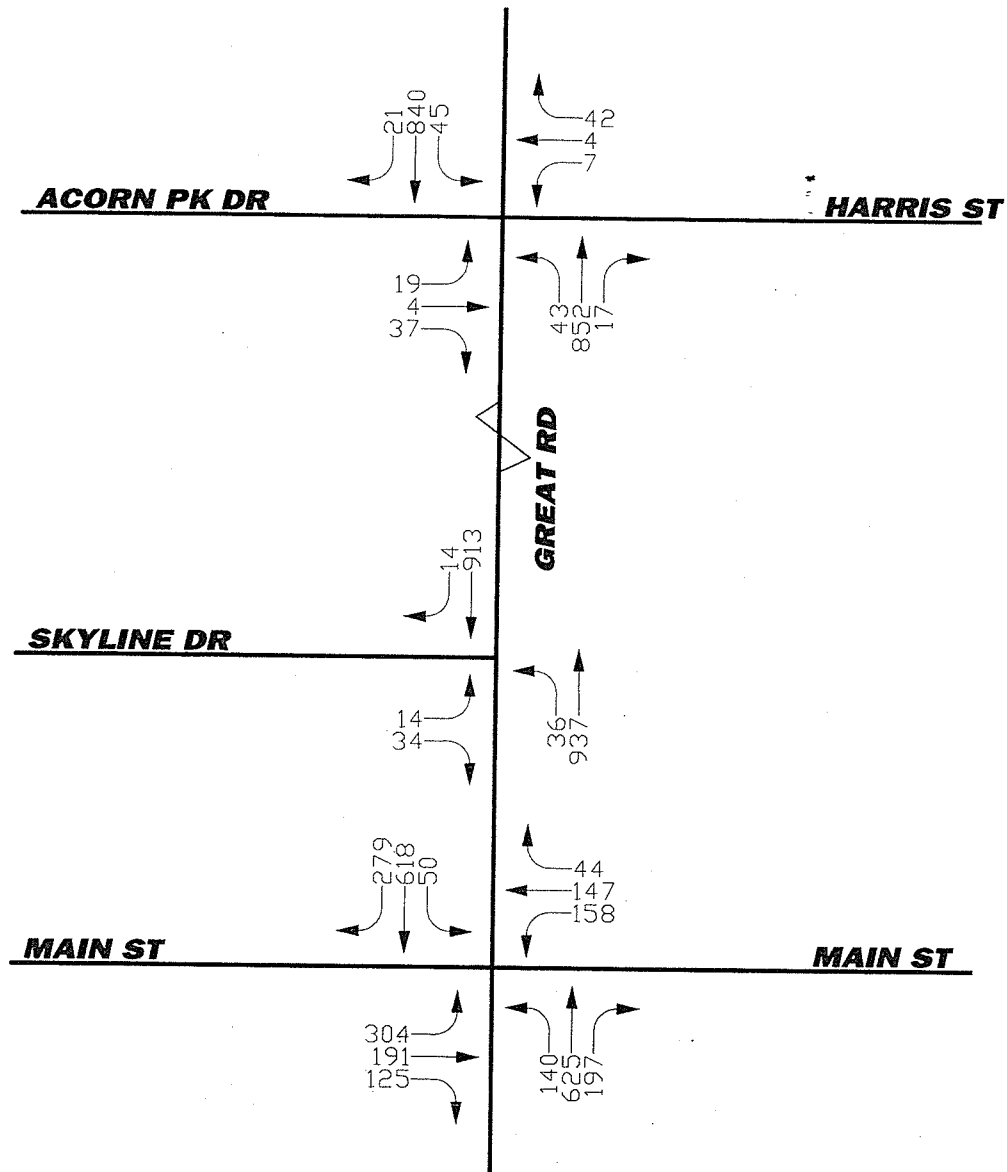
1318\cadNetworks.dwg

FIGURE 8
WEEKDAY PM PEAK HOUR
2012 BUILD CONDITION TRAFFIC VOLUMES
ACTON, MA

PROJ. NO. 1318

DATE: 04/2007

NOT TO SCALE



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1318\cad\networks.dwg

FIGURE 9
SATURDAY MIDDAY PEAK HOUR
2012 BUILD CONDITION TRAFFIC VOLUMES
ACTON, MA

PROJ. NO. 1318

DATE: 04/2007

NOT TO SCALE



PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

Great Road (Route 2A/119)
north of Skyline Drive
City, State : Acton, MA
Client : CAI/ L. Grant

70981Bvolume
Site Code: TBA

Start	SB		NB		Combined		08-Feb-07 Thu	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	8	122	12	160	20	282		
12:15	5	162	8	154	13	316		
12:30	4	122	7	172	11	294		
12:45	3	149	6	150	9	299	1191	
01:00	4	132	10	194	14	326		
01:15	1	160	4	152	5	312		
01:30	0	119	12	149	12	268		
01:45	1	126	4	136	5	262	1168	
02:00	1	124	1	139	2	263		
02:15	3	121	2	193	5	314		
02:30	1	141	1	154	2	295		
02:45	2	161	2	150	4	311	1183	
03:00	3	135	2	200	5	335		
03:15	1	133	2	233	3	366		
03:30	3	136	4	202	7	338		
03:45	3	162	1	202	4	364	1403	
04:00	7	164	2	222	9	386		
04:15	4	148	2	220	6	368		
04:30	13	150	3	230	16	380		
04:45	13	153	6	230	19	383	1517	
05:00	16	158	2	283	18	441		
05:15	29	142	6	223	35	365		
05:30	65	146	10	242	75	388		
05:45	80	140	10	240	90	380	1574	
06:00	115	122	10	240	125	362		
06:15	147	130	24	226	171	356		
06:30	212	116	46	218	258	334		
06:45	214	110	58	186	272	296	1348	
07:00	258	96	50	149	308	245		
07:15	188	93	66	144	254	237		
07:30	216	82	67	119	283	201		
07:45	251	79	82	114	333	193	876	
08:00	232	69	116	91	348	160		
08:15	214	64	102	112	316	176		
08:30	202	57	122	84	324	141		
08:45	205	64	144	76	349	140	617	
09:00	162	39	124	85	286	124		
09:15	162	40	116	61	278	101		
09:30	127	29	120	42	247	71		
09:45	154	37	146	56	300	93	389	
10:00	126	37	98	47	224	84		
10:15	106	37	124	48	230	85		
10:30	126	28	142	30	268	58		
10:45	150	20	130	46	280	66	293	
11:00	116	12	116	30	232	42		
11:15	141	10	140	20	281	30		
11:30	137	12	133	21	270	33		
11:45	131	10	132	16	263	26	131	
Total	4362	4799	2527	6891	6889	11690		
Percent	63.3%	41.1%	36.7%	58.9%				
Day Total		9161		9418		18579		
Peak Vol. P.H.F.	07:00 913 0.885	03:45 624 0.951	10:30 528 0.930	05:00 988 0.873	08:00 1337 0.958	04:45 1577 0.894		



PRECISION
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Great Road (Route 2A/119)
north of Skyline Drive
City, State : Acton, MA
Client : CAI/ L. Grant

70981Bvolume
Site Code: TBA

Start	SB		NB		Combined		09-Feb-07 Fri
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	6	144	18	163	24	307	
12:15	5	136	16	168	21	304	
12:30	3	148	8	149	11	297	
12:45	1	146	8	152	9	298	1206
01:00	0	154	3	190	3	344	
01:15	4	144	4	156	8	300	
01:30	1	116	2	154	3	270	
01:45	4	132	1	148	5	280	1194
02:00	3	136	1	136	4	272	
02:15	1	127	6	169	7	296	
02:30	1	136	1	211	2	347	
02:45	4	148	1	198	5	346	1261
03:00	1	131	3	227	4	358	
03:15	3	137	0	191	4	328	
03:30	3	152	1	244	4	396	
03:45	2	142	4	214	6	356	1438
04:00	8	148	0	240	8	388	
04:15	8	140	4	211	12	351	
04:30	10	125	0	246	10	371	
04:45	15	144	4	227	19	371	1481
05:00	15	159	2	251	17	410	
05:15	18	164	4	254	22	418	
05:30	43	159	12	256	55	415	
05:45	86	162	15	219	101	381	1624
06:00	114	145	9	240	123	385	
06:15	169	144	28	247	197	391	
06:30	185	140	20	214	205	354	
06:45	207	127	60	198	267	325	1455
07:00	242	112	84	196	326	308	
07:15	192	96	67	177	259	273	
07:30	205	80	70	108	275	188	
07:45	228	76	72	110	300	186	955
08:00	220	73	118	101	338	174	
08:15	210	88	109	94	319	182	
08:30	227	69	132	88	359	157	
08:45	212	66	160	80	372	146	659
09:00	156	68	126	70	282	138	
09:15	151	50	140	64	291	114	
09:30	120	50	144	67	264	117	
09:45	135	40	100	40	235	80	449
10:00	113	56	146	64	259	120	
10:15	128	60	111	73	239	133	
10:30	127	40	126	44	253	84	
10:45	143	24	145	48	288	72	409
11:00	119	25	130	56	249	81	
11:15	116	16	139	33	255	49	
11:30	158	13	132	36	290	49	
11:45	142	17	154	31	296	48	227
Total	4264	5105	2640	7253	6904	12358	
Percent	61.8%	41.3%	38.2%	58.7%			
Day Total		9369		9893		19262	
Peak Vol. P.H.F.	07:45 885 0.970	05:00 644 0.982	08:45 570 0.891	04:45 988 0.965	08:00 1388 0.933	05:00 1624 0.971	



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Great Road (Route 2A/119)
north of Skyline Drive
City, State : Acton, MA
Client : CAI/ L. Grant

70981Bvolume
Site Code: TBA

Start	SB		NB		Combined		10-Feb-
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	07 Sat
12:00	7	198	23	210	30	408	
12:15	8	211	18	231	26	442	
12:30	13	192	16	213	29	405	
12:45	11	208	13	190	24	398	1653
01:00	9	180	3	201	12	381	
01:15	4	193	16	188	20	381	
01:30	2	163	5	168	7	331	
01:45	1	196	4	180	5	376	1469
02:00	1	175	4	166	5	341	
02:15	5	180	8	192	13	372	
02:30	1	200	2	194	3	394	
02:45	2	183	4	184	6	367	1474
03:00	1	179	3	170	4	349	
03:15	3	164	0	202	3	366	
03:30	1	176	2	204	3	380	
03:45	2	182	3	170	5	352	1447
04:00	3	178	2	180	5	358	
04:15	2	162	1	164	3	326	
04:30	2	159	3	146	5	305	
04:45	6	156	4	165	10	321	1310
05:00	8	144	6	182	14	326	
05:15	9	127	6	168	15	295	
05:30	11	134	2	128	13	262	
05:45	20	126	4	168	24	294	1177
06:00	18	110	5	142	23	252	
06:15	31	99	16	114	47	213	
06:30	57	117	12	124	69	241	
06:45	65	75	20	123	85	198	904
07:00	34	90	16	106	50	196	
07:15	48	75	26	94	74	169	
07:30	56	66	46	86	102	152	
07:45	75	57	52	82	127	139	656
08:00	64	50	64	66	128	116	
08:15	71	55	102	57	173	112	
08:30	68	63	126	70	194	133	
08:45	118	54	113	71	231	125	486
09:00	115	54	104	55	219	109	
09:15	102	52	118	65	220	117	
09:30	134	69	106	66	240	135	
09:45	140	50	183	52	323	102	463
10:00	172	51	150	58	322	109	
10:15	178	68	162	73	340	141	
10:30	167	36	152	47	319	83	
10:45	188	30	155	56	343	86	419
11:00	178	23	169	42	347	65	
11:15	210	25	176	32	386	57	
11:30	178	18	176	50	354	68	
11:45	188	19	186	36	374	55	245
Total	2787	5572	2587	6131	5374	11703	
Percent	51.9%	47.6%	48.1%	52.4%			
Day Total	8359		8718		17077		
Peak	10:45	12:00	11:00	12:00	11:00	12:00	
Vol.	754	809	707	844	1461	1653	
P.H.F.	0.898	0.959	0.950	0.913	0.946	0.935	



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Acorn Park Drive west of
Great Road (Route 2A/119)
City, State : Acton, MA
Client : CAI/ L. Grant

70981Avolume
Site Code: TBA

Start	WB		EB		Combined		08-Feb-07 Thu
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	5	2	12	3	17	
12:15	0	6	2	9	2	15	
12:30	0	8	0	9	0	17	
12:45	0	12	0	4	22	34	83
01:00	0	8	0	11	0	19	
01:15	0	10	0	12	0	22	
01:30	0	6	0	11	0	17	
01:45	0	9	0	12	0	21	79
02:00	0	6	0	12	0	18	
02:15	0	8	0	11	0	19	
02:30	0	27	0	22	0	49	
02:45	0	3	0	13	58	16	102
03:00	0	15	0	26	0	41	
03:15	0	4	0	14	0	18	
03:30	0	11	0	22	0	33	
03:45	0	13	0	26	88	39	131
04:00	0	11	1	15	1	26	
04:15	0	12	0	19	0	31	
04:30	0	16	1	20	1	36	
04:45	0	8	0	17	71	25	118
05:00	0	10	0	20	0	30	
05:15	2	12	2	19	4	31	
05:30	0	13	1	12	1	25	
05:45	0	18	0	18	69	36	122
06:00	0	22	2	24	2	46	
06:15	2	20	7	16	9	36	
06:30	0	13	7	16	7	29	
06:45	2	9	14	30	18	74	138
07:00	2	11	22	12	24	27	
07:15	3	11	15	13	18	24	
07:30	3	16	7	18	10	34	
07:45	3	21	12	56	12	55	114
08:00	2	9	14	10	16	19	
08:15	3	18	5	28	8	46	
08:30	7	14	22	4	29	18	
08:45	9	13	14	55	6	48	102
09:00	8	12	6	18	23	19	
09:15	4	9	11	4	14	30	
09:30	9	7	8	5	15	13	
09:45	8	4	12	37	17	12	
10:00	8	2	12	4	20	8	63
10:15	5	1	8	6	20	6	
10:30	6	2	7	12	13	7	
10:45	7	3	10	37	13	14	
11:00	6	0	5	1	17	8	35
11:15	7	0	8	3	11	1	
11:30	7	0	9	7	15	3	
11:45	8	1	16	7	16	7	
Total	122	469	262	637	384	1106	19
Percent	31.8%	42.4%	68.2%	57.6%			
Day Total		591		899		1490	
Peak	08:45	05:30	06:30	03:00	06:30	05:45	
Vol.	30	73	58	88	81	147	
P.H.F.	0.833	0.830	0.659	0.846	0.698	0.799	



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Acorn Park Drive west of
Great Road (Route 2A/119)
City, State : Acton, MA
Client : CAI/ L. Grant

70981A volume
Site Code: TBA

Start	WB		EB		Combined		09-Feb-07 Fri
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	0	11	3	18	3	29	
12:15	0	12	5	11	5	23	
12:30	0	6	0	10	0	16	
12:45	1	7	0	16	1	23	91
01:00	0	2	0	10	0	12	
01:15	0	7	0	8	0	15	
01:30	0	8	0	13	0	21	
01:45	0	10	0	18	0	28	76
02:00	0	9	0	10	0	19	
02:15	0	5	0	10	0	15	
02:30	0	10	0	4	0	14	
02:45	0	8	0	10	0	18	66
03:00	0	14	0	16	0	30	
03:15	0	6	0	10	0	16	
03:30	0	15	0	19	0	34	
03:45	1	12	0	16	1	28	108
04:00	0	10	1	14	1	24	
04:15	0	12	1	12	1	24	
04:30	0	19	0	17	0	36	
04:45	0	10	0	17	0	27	111
05:00	0	12	0	16	0	28	
05:15	0	10	0	15	0	25	
05:30	0	16	1	14	1	30	
05:45	1	25	3	34	4	59	142
06:00	0	21	4	18	4	39	
06:15	2	23	6	27	8	50	
06:30	0	21	9	36	9	57	
06:45	3	9	17	10	20	19	165
07:00	1	14	16	14	17	28	
07:15	3	18	10	18	13	36	
07:30	1	10	6	15	7	25	
07:45	5	6	12	11	17	17	106
08:00	4	8	6	8	10	16	
08:15	1	9	14	4	15	13	
08:30	3	8	8	11	11	19	
08:45	5	9	24	11	29	20	68
09:00	7	6	14	10	21	16	
09:15	10	8	18	9	28	17	
09:30	12	11	12	12	24	23	
09:45	8	6	14	7	22	13	69
10:00	10	3	12	7	22	10	
10:15	6	11	8	17	14	28	
10:30	12	7	18	14	30	21	
10:45	6	7	12	5	18	12	71
11:00	8	6	8	6	16	12	
11:15	6	3	8	4	14	7	
11:30	8	6	14	11	22	17	
11:45	3	4	8	3	11	7	43
Total	127	490	292	626	419	1116	
Percent	30.3%	43.9%	69.7%	56.1%			
Day Total	617		918		1535		
Peak	09:15	05:45	08:45	05:45	08:45	05:45	
Vol.	40	90	68	115	102	205	
P.H.F.	0.833	0.900	0.708	0.799	0.879	0.869	



PRECISION
DATA
INDUSTRIES, LLC

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Acorn Park Drive west of
Great Road (Route 2A/119)

City, State : Acton, MA

Client : CAI/ L. Grant

70981Avolume
Site Code: TBA

Start Time	WB		EB		Combined		10-Feb-07 Sat
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	4	16	5	19	9	35	
12:15	0	12	5	17	5	29	
12:30	1	7	3	12	4	19	
12:45	4	14	5	16	9	30	113
01:00	0	16	0	16	0	32	
01:15	0	11	1	14	1	25	
01:30	1	5	0	14	1	19	
01:45	1	15	2	17	3	32	108
02:00	0	8	0	11	0	19	
02:15	0	12	0	18	0	30	
02:30	0	15	0	22	0	37	
02:45	0	13	0	19	0	32	118
03:00	0	7	0	12	0	19	
03:15	0	11	0	13	0	24	
03:30	0	15	0	21	0	36	
03:45	1	9	0	18	1	27	106
04:00	0	13	1	19	1	32	
04:15	0	6	0	10	0	16	
04:30	0	9	0	12	0	21	
04:45	0	14	0	16	0	30	99
05:00	0	11	0	12	0	23	
05:15	0	11	0	18	0	29	
05:30	0	10	0	19	0	29	
05:45	0	7	0	6	0	13	94
06:00	0	14	2	16	2	30	
06:15	0	12	1	16	1	28	
06:30	0	5	0	6	0	11	
06:45	0	6	0	11	0	17	86
07:00	0	5	4	8	4	13	
07:15	2	11	6	10	8	21	
07:30	3	7	5	8	8	15	
07:45	5	5	10	2	15	7	56
08:00	3	7	4	4	7	11	
08:15	2	6	8	5	10	11	
08:30	5	5	9	6	14	11	
08:45	3	8	9	12	12	20	53
09:00	11	13	8	22	19	35	
09:15	5	5	10	7	15	12	
09:30	9	9	22	7	31	16	
09:45	12	7	20	6	32	13	76
10:00	14	8	19	5	33	13	
10:15	11	9	18	7	29	16	
10:30	8	10	13	2	21	12	
10:45	4	6	13	10	17	16	57
11:00	11	5	18	6	29	11	
11:15	8	5	11	6	19	11	
11:30	11	5	12	6	23	11	
11:45	9	4	16	4	25	8	41
Total	148	444	260	563	408	1007	
Percent	36.3%	44.1%	63.7%	55.9%			
Day Total		592		823		1415	
Peak	09:30	01:45	09:30	02:15	09:30	03:15	
Vol.	46	50	79	71	125	119	
P.H.F.	0.821	0.781	0.898	0.807	0.947	0.804	



PRECISION
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INDUSTRIES, LLC

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N/S: Great Road (Route 2A/119)
E/W: Main Street (Route 27)
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981B
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Great Road (Route 2A/119) From North			Main Street (Route 27) From East			Great Road (Route 2A/119) From South			Main Street (Route 27) From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	68	190	1	1	53	42	16	31	11	8	33	16	470
07:15 AM	34	141	0	0	39	54	22	34	7	6	48	27	412
07:30 AM	36	182	3	1	45	39	26	40	8	12	48	27	467
07:45 AM	33	197	3	1	48	54	34	55	13	10	60	24	532
Total	171	710	7	3	185	189	98	160	39	36	189	94	1881
08:00 AM	57	168	6	3	56	45	24	66	17	11	55	29	537
08:15 AM	53	151	4	1	40	46	42	59	14	16	66	30	522
08:30 AM	49	133	4	1	42	40	37	70	17	11	57	46	507
08:45 AM	57	145	6	2	50	58	43	81	14	18	51	45	570
Total	216	597	20	7	188	189	146	276	62	56	229	150	2136
Grand Total	387	1307	27	10	373	378	244	436	101	92	418	244	4017
Apprch %	22.5	75.9	1.6	1.3	49	49.7	31.2	55.8	12.9	12.2	55.4	32.4	
Total %	9.6	32.5	0.7	0.2	9.3	9.4	6.1	10.9	2.5	2.3	10.4	6.1	
Cars	379	1296	26	10	366	372	238	418	101	90	413	239	3948
% Cars	97.9	99.2	96.3	100	98.1	98.4	97.5	95.9	100	97.8	98.8	98	98.3
Trucks	8	11	1	0	7	6	6	18	0	2	5	5	69
% Trucks	2.1	0.8	3.7	0	1.9	1.6	2.5	4.1	0	2.2	1.2	2	1.7

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	57	168	6	231	3	56	45	104	24	66	17	107	11	55	29	95	537
08:15 AM	53	151	4	208	1	40	46	87	42	59	14	115	16	66	30	112	522
08:30 AM	49	133	4	186	1	42	40	83	37	70	17	124	11	57	46	114	507
08:45 AM	57	145	6	208	2	50	58	110	43	81	14	138	18	51	45	114	570
Total Volume	216	597	20	833	7	188	189	384	146	276	62	484	56	229	150	435	2136
% App. Total	25.9	71.7	2.4		1.8	49	49.2		30.2	57	12.8		12.9	52.6	34.5		
PHF	.947	.888	.833	.902	.583	.839	.815	.873	.849	.852	.912	.877	.778	.867	.815	.954	.937
Cars	209	592	19	820	7	184	187	378	143	268	62	473	56	226	147	429	2100
% Cars	96.8	99.2	95.0	98.4	100	97.9	98.9	98.4	97.9	97.1	100	97.7	100	98.7	98.0	98.6	98.3
Trucks	7	5	1	13	0	4	2	6	3	8	0	11	0	3	3	6	36
% Trucks	3.2	0.8	5.0	1.6	0	2.1	1.1	1.6	2.1	2.9	0	2.3	0	1.3	2.0	1.4	1.7



PRECISION
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N/S: Great Road (Route 2A/119)

E/W: Main Street (Route 27)

City, State: Acton, MA

Client: CAI/ L. Grant

File Name : 70981B

Site Code : TBA

Start Date : 2/8/2007

Page No : 1

Groups Printed- Cars

Start Time	Great Road (Route 2A/119) From North			Main Street (Route 27) From East			Great Road (Route 2A/119) From South *			Main Street (Route 27) From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	68	190	1	1	53	41	16	28	11	8	33	15	465
07:15 AM	33	141	0	0	38	51	22	34	7	5	47	27	405
07:30 AM	36	178	3	1	45	39	24	37	8	11	48	26	456
07:45 AM	33	195	3	1	46	54	33	51	13	10	59	24	522
Total	170	704	7	3	182	185	95	150	39	34	187	92	1848
08:00 AM	56	166	6	3	55	45	24	62	17	11	55	26	526
08:15 AM	50	150	3	1	40	46	40	59	14	16	65	30	514
08:30 AM	47	132	4	1	40	40	36	70	17	11	57	46	501
08:45 AM	56	144	6	2	49	56	43	77	14	18	49	45	559
Total	209	592	19	7	184	187	143	268	62	56	226	147	2100
Grand Total	379	1296	26	10	366	372	238	418	101	90	413	239	3948
Apprch %	22.3	76.2	1.5	1.3	48.9	49.7	31.4	55.2	13.3	12.1	55.7	32.2	
Total %	9.6	32.8	0.7	0.3	9.3	9.4	6	10.6	2.6	2.3	10.5	6.1	

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	56	166	6	228	3	55	45	103	24	62	17	103	11	55	26	92	526
08:15 AM	50	150	3	203	1	40	46	87	40	59	14	113	16	65	30	111	514
08:30 AM	47	132	4	183	1	40	40	81	36	70	17	123	11	57	46	114	501
08:45 AM	56	144	6	206	2	49	56	107	43	77	14	134	18	49	45	112	559
Total Volume	209	592	19	820	7	184	187	378	143	268	62	473	56	226	147	429	2100
% App. Total	25.5	72.2	2.3		1.9	48.7	49.5		30.2	56.7	13.1		13.1	52.7	34.3		
PHF	.933	.892	.792	.899	.583	.836	.835	.883	.831	.870	.912	.882	.778	.869	.799	.941	.939



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E/W: Main Street (Route 27)
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981B
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Trucks

Start Time	Great Road (Route 2A/119) From North			Main Street (Route 27) From East			Great Road (Route 2A/119) From South			Main Street (Route 27) From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	0	0	0	0	1	0	3	0	0	0	1	5
07:15 AM	1	0	0	0	1	3	0	0	0	1	1	0	7
07:30 AM	0	4	0	0	0	0	2	3	0	1	0	1	11
07:45 AM	0	2	0	0	2	0	1	4	0	0	1	0	10
Total	1	6	0	0	3	4	3	10	0	2	2	2	33
08:00 AM	1	2	0	0	1	0	0	4	0	0	0	3	11
08:15 AM	3	1	1	0	0	0	2	0	0	0	1	0	8
08:30 AM	2	1	0	0	2	0	1	0	0	0	0	0	6
08:45 AM	1	1	0	0	1	2	0	4	0	0	2	0	11
Total	7	5	1	0	4	2	3	8	0	0	3	3	36
Grand Total	8	11	1	0	7	6	6	18	0	2	5	5	69
Apprch %	40	55	5	0	53.8	46.2	25	75	0	16.7	41.7	41.7	
Total %	11.6	15.9	1.4	0	10.1	8.7	8.7	26.1	0	2.9	7.2	7.2	

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	4	0	4	0	0	0	0	2	3	0	5	1	0	1	2	11
07:45 AM	0	2	0	2	0	2	0	2	1	4	0	5	0	1	0	1	10
08:00 AM	1	2	0	3	0	1	0	1	0	4	0	4	0	0	3	3	11
08:15 AM	3	1	1	5	0	0	0	0	2	0	0	2	0	1	0	1	8
Total Volume	4	9	1	14	0	3	0	3	5	11	0	16	1	2	4	7	40
% App. Total	28.6	64.3	7.1		0	100	0		31.2	68.8	0		14.3	28.6	57.1		
PHF	.333	.563	.250	.700	.000	.375	.000	.375	.625	.688	.000	.800	.250	.500	.333	.583	.909



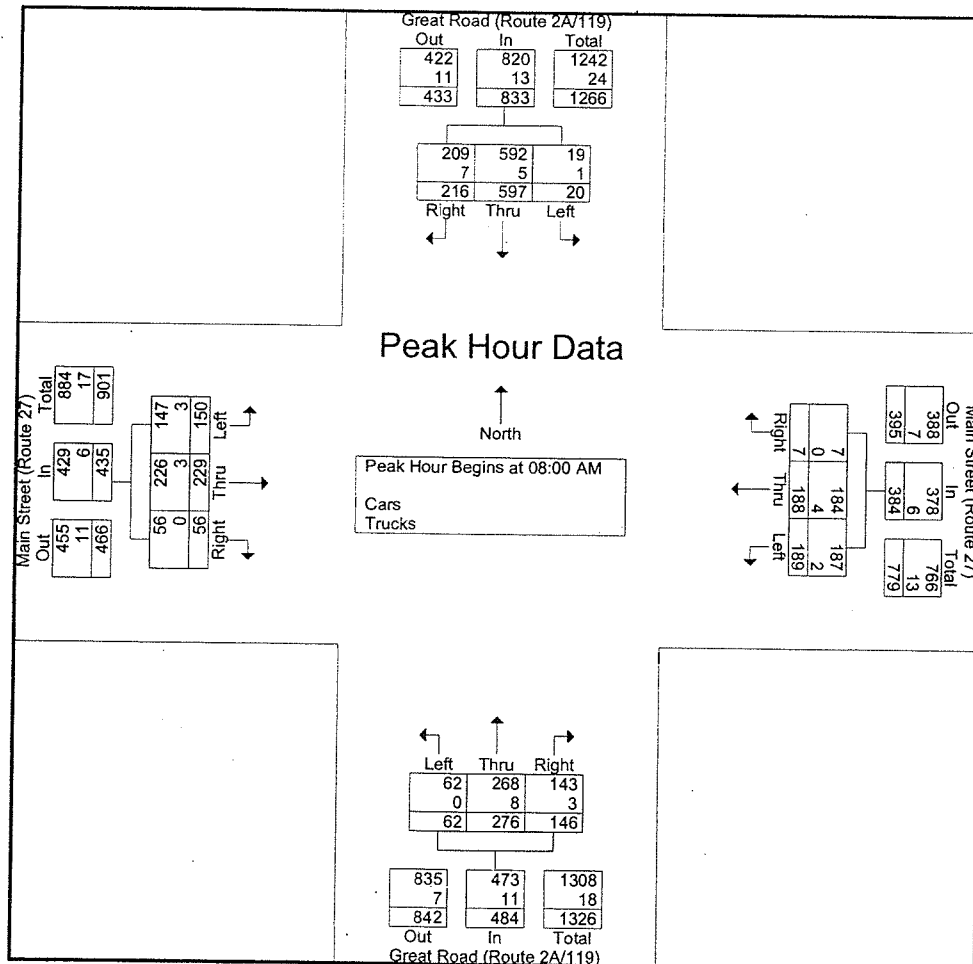
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N/S: Great Road (Route 2A/119)
E/W: Main Street (Route 27)
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981B
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	57	168	6	231	3	56	45	104	24	66	17	107	11	55	29	95	537
08:15 AM	53	151	4	208	1	40	46	87	42	59	14	115	16	66	30	112	522
08:30 AM	49	133	4	186	1	42	40	83	37	70	17	124	11	57	46	114	507
08:45 AM	57	145	6	208	2	50	58	110	43	81	14	138	18	51	45	114	570
Total Volume	216	597	20	833	7	188	189	384	146	276	62	484	56	229	150	435	2136
% App. Total	25.9	71.7	2.4		1.8	49	49.2		30.2	57	12.8		12.9	52.6	34.5		
PHF	.947	.888	.833	.902	.583	.839	.815	.873	.849	.852	.912	.877	.778	.867	.815	.954	.937
Cars	209	592	19	820	7	184	187	378	143	268	62	473	56	226	147	429	2100
% Cars	96.8	99.2	95.0	98.4	100	97.9	98.9	98.4	97.9	97.1	100	97.7	100	98.7	98.0	98.6	98.3
Trucks	7	5	1	13	0	4	2	6	3	8	0	11	0	3	3	6	36
% Trucks	3.2	0.8	5.0	1.6	0	2.1	1.1	1.6	2.1	2.9	0	2.3	0	1.3	2.0	1.4	1.7





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N/S: Great Road (Route 2A/119)
W: Skyline Drive
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981A
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Great Road (Route 2A/119) From North		Great Road (Route 2A/119) From South		Skyline Drive From West		Int. Total
	Right	Thru	Thru	Left	Right	Left	
07:00 AM	1	248	48	0	1	0	298
07:15 AM	1	190	64	0	0	1	256
07:30 AM	1	211	68	2	0	0	282
07:45 AM	2	247	81	1	1	0	332
Total	5	896	261	3	2	1	1168
08:00 AM	0	218	96	2	0	0	316
08:15 AM	0	212	92	1	2	0	307
08:30 AM	0	195	123	5	2	0	325
08:45 AM	1	196	132	3	2	0	334
Total	1	821	443	11	6	0	1282
Grand Total	6	1717	704	14	8	1	2450
Apprch %	0.3	99.7	98.1	1.9	88.9	11.1	
Total %	0.2	70.1	28.7	0.6	0.3	0	
Cars	6	1698	684	14	7	1	2410
% Cars	100	98.9	97.2	100	87.5	100	98.4
Trucks	0	19	20	0	1	0	40
% Trucks	0	1.1	2.8	0	12.5	0	1.6

	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	218	218	96	2	98	0	0	0	316
08:15 AM	0	212	212	92	1	93	2	0	2	307
08:30 AM	0	195	195	123	5	128	2	0	2	325
08:45 AM	1	196	197	132	3	135	2	0	2	334
Total Volume	1	821	822	443	11	454	6	0	6	1282
% App. Total	0.1	99.9		97.6	2.4		100	0		
PHF	.250	.942	.943	.839	.550	.841	.750	.000	.750	.960
Cars	1	808	809	434	11	445	5	0	5	1259
% Cars	100	98.4	98.4	98.0	100	98.0	83.3	0	83.3	98.2
Trucks	0	13	13	9	0	9	1	0	1	23
% Trucks	0	1.6	1.6	2.0	0	2.0	16.7	0	16.7	1.8



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N/S: Great Road (Route 2A/119)

W: Skyline Drive

City, State: Acton, MA

Client: CAI/ L. Grant

File Name : 70981A

Site Code : TBA

Start Date : 2/8/2007

Page No : 1

Groups Printed- Cars

Start Time	Great Road (Route 2A/119) From North		Great Road (Route 2A/119) From South		Skyline Drive From West		Int. Total
	Right	Thru	Thru	Left	Right	Left	
07:00 AM	1	248	44	0	1	0	294
07:15 AM	1	189	64	0	0	1	255
07:30 AM	1	208	65	2	0	0	276
07:45 AM	2	245	77	1	1	0	326
Total	5	890	250	3	2	1	1151
08:00 AM	0	215	90	2	0	0	307
08:15 AM	0	208	92	1	1	0	302
08:30 AM	0	191	123	5	2	0	321
08:45 AM	1	194	129	3	2	0	329
Total	1	808	434	11	5	0	1259
Grand Total	6	1698	684	14	7	1	2410
Apprch %	0.4	99.6	98	2	87.5	12.5	
Total %	0.2	70.5	28.4	0.6	0.3	0	

Start Time	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	215	215	90	2	92	0	0	0	307
08:15 AM	0	208	208	92	1	93	1	0	1	302
08:30 AM	0	191	191	123	5	128	2	0	2	321
08:45 AM	1	194	195	129	3	132	2	0	2	329
Total Volume	1	808	809	434	11	445	5	0	5	1259
% App. Total	0.1	99.9		97.5	2.5		100	0		
PHF	.250	.940	.941	.841	.550	.843	.625	.000	.625	.957



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W: Skyline Drive
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981A
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Trucks

Start Time	Great Road (Route 2A/119) From North		Great Road (Route 2A/119) From South		Skyline Drive From West		Int. Total
	Right	Thru	Thru	Left	Right	Left	
07:00 AM	0	0	4	0	0	0	4
07:15 AM	0	1	0	0	0	0	1
07:30 AM	0	3	3	0	0	0	6
07:45 AM	0	2	4	0	0	0	6
Total	0	6	11	0	0	0	17
08:00 AM	0	3	6	0	0	0	9
08:15 AM	0	4	0	0	1	0	5
08:30 AM	0	4	0	0	0	0	4
08:45 AM	0	2	3	0	0	0	5
Total	0	13	9	0	1	0	23
Grand Total	0	19	20	0	1	0	40
Apprch %	0	100	100	0	100	0	
Total %	0	47.5	50	0	2.5	0	

	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	3	3	3	0	3	0	0	0	6
07:45 AM	0	2	2	4	0	4	0	0	0	6
08:00 AM	0	3	3	6	0	6	0	0	0	9
08:15 AM	0	4	4	0	0	0	1	0	1	5
Total Volume	0	12	12	13	0	13	1	0	1	26
% App. Total	0	100		100	0		100	0		
PHF	.000	.750	.750	.542	.000	.542	.250	.000	.250	.722



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W: Skyline Drive

City, State: Acton, MA

Client: CAI/ L. Grant

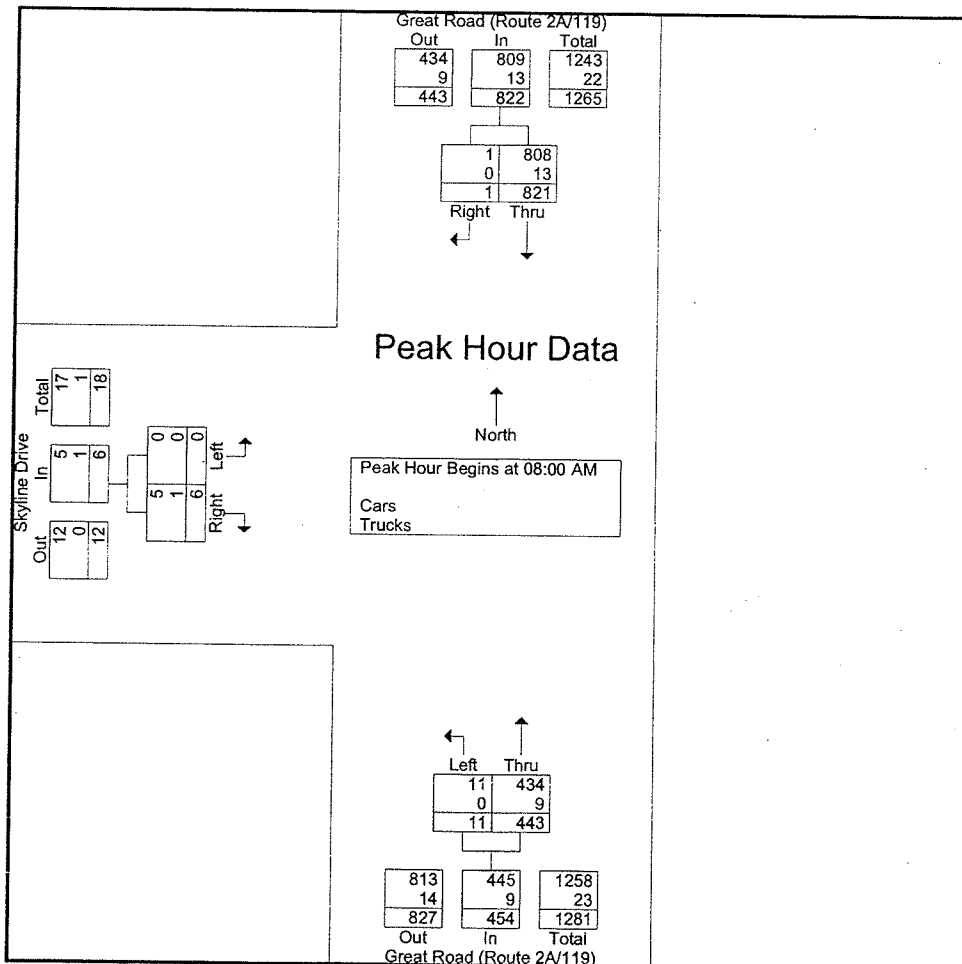
File Name : 70981A

Site Code : TBA

Start Date : 2/8/2007

Page No : 1

	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	218	218	96	2	98	0	0	0	316
08:15 AM	0	212	212	92	1	93	2	0	2	307
08:30 AM	0	195	195	123	5	128	2	0	2	325
08:45 AM	1	196	197	132	3	135	2	0	2	334
Total Volume	1	821	822	443	11	454	6	0	6	1282
% App. Total	0.1	99.9		97.6	2.4		100	0		
PHF	.250	.942	.943	.839	.550	.841	.750	.000	.750	.960
Cars	1	808	809	434	11	445	5	0	5	1259
% Cars	100	98.4	98.4	98.0	100	98.0	83.3	0	83.3	98.2
Trucks	0	13	13	9	0	9	1	0	1	23
% Trucks	0	1.6	1.6	2.0	0	2.0	16.7	0	16.7	1.8





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D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Great Road (Route 2A/119)
E/W: Harris Street/ Acorn Park Drive
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981C
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Great Road (Route 2A/119) From North			Harris Street From East			Great Road (Route 2A/119) From South			Acorn Park Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	220	23	8	0	5	0	41	2	18	0	3	320
07:15 AM	0	170	24	7	0	3	5	57	3	10	1	4	284
07:30 AM	2	186	24	20	0	4	5	68	1	4	1	1	316
07:45 AM	1	223	28	9	0	3	1	77	2	5	1	3	353
Total	3	799	99	44	0	15	11	243	8	37	3	11	1273
08:00 AM	1	201	18	27	0	4	3	90	1	11	1	2	359
08:15 AM	1	195	31	13	0	2	2	88	2	3	0	2	339
08:30 AM	1	184	24	19	0	4	2	123	6	10	2	2	377
08:45 AM	3	182	16	14	1	0	5	112	5	6	1	4	349
Total	6	762	89	73	1	10	12	413	14	30	4	10	1424
Grand Total	9	1561	188	117	1	25	23	656	22	67	7	21	2697
Apprch %	0.5	88.8	10.7	81.8	0.7	17.5	3.3	93.6	3.1	70.5	7.4	22.1	
Total %	0.3	57.9	7	4.3	0	0.9	0.9	24.3	0.8	2.5	0.3	0.8	
Cars	9	1540	134	71	1	25	23	631	22	67	7	21	2551
% Cars	100	98.7	71.3	60.7	100	100	100	96.2	100	100	100	100	94.6
Trucks	0	21	54	46	0	0	0	25	0	0	0	0	146
% Trucks	0	1.3	28.7	39.3	0	0	0	3.8	0	0	0	0	5.4

	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	223	28	252	9	0	3	12	1	77	2	80	5	1	3	9	353
08:00 AM	1	201	18	220	27	0	4	31	3	90	1	94	11	1	2	14	359
08:15 AM	1	195	31	227	13	0	2	15	2	88	2	92	3	0	2	5	339
08:30 AM	1	184	24	209	19	0	4	23	2	123	6	131	10	2	2	14	377
Total Volume	4	803	101	908	68	0	13	81	8	378	11	397	29	4	9	42	1428
% App. Total	0.4	88.4	11.1		84	0	16		2	95.2	2.8		69	9.5	21.4		
PHF	1.000	.900	.815	.901	.630	.000	.813	.653	.667	.768	.458	.758	.659	.500	.750	.750	.947
Cars	4	788	75	867	44	0	13	57	8	364	11	383	29	4	9	42	1349
% Cars	100	98.1	74.3	95.5	64.7	0	100	70.4	100	96.3	100	96.5	100	100	100	100	94.5
Trucks	0	15	26	41	24	0	0	24	0	14	0	14	0	0	0	0	79
% Trucks	0	1.9	25.7	4.5	35.3	0	0	29.6	0	3.7	0	3.5	0	0	0	0	5.5



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City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981C
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Cars

Start Time	Great Road (Route 2A/119) From North			Harris Street From East			Great Road (Route 2A/119) From South			Acorn Park Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	219	17	8	0	5	0	37	2	18	0	3	309
07:15 AM	0	169	14	4	0	3	5	57	3	10	1	4	270
07:30 AM	2	183	19	9	0	4	5	64	1	4	1	1	293
07:45 AM	1	221	18	8	0	3	1	71	2	5	1	3	334
Total	3	792	68	29	0	15	11	229	8	37	3	11	1206
08:00 AM	1	198	15	15	0	4	3	84	1	11	1	2	335
08:15 AM	1	189	23	9	0	2	2	86	2	3	0	2	319
08:30 AM	1	180	19	12	0	4	2	123	6	10	2	2	361
08:45 AM	3	181	9	6	1	0	5	109	5	6	1	4	330
Total	6	748	66	42	1	10	12	402	14	30	4	10	1345
Grand Total	9	1540	134	71	1	25	23	631	22	67	7	21	2551
Apprch %	0.5	91.5	8	73.2	1	25.8	3.4	93.3	3.3	70.5	7.4	22.1	
Total %	0.4	60.4	5.3	2.8	0	1	0.9	24.7	0.9	2.6	0.3	0.8	

	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	221	18	240	8	0	3	11	1	71	2	74	5	1	3	9	334
08:00 AM	1	198	15	214	15	0	4	19	3	84	1	88	11	1	2	14	335
08:15 AM	1	189	23	213	9	0	2	11	2	86	2	90	3	0	2	5	319
08:30 AM	1	180	19	200	12	0	4	16	2	123	6	131	10	2	2	14	361
Total Volume	4	788	75	867	44	0	13	57	8	364	11	383	29	4	9	42	1349
% App. Total	0.5	90.9	8.7		77.2	0	22.8		2.1	95	2.9		69	9.5	21.4		
PHF	1.000	.891	.815	.903	.733	.000	.813	.750	.667	.740	.458	.731	.659	.500	.750	.750	.934



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File Name : 70981C
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Trucks

Start Time	Great Road (Route 2A/119) From North			Harris Street From East			Great Road (Route 2A/119) From South			Acorn Park Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	1	6	0	0	0	0	4	0	0	0	0	11
07:15 AM	0	1	10	3	0	0	0	0	0	0	0	0	14
07:30 AM	0	3	5	11	0	0	0	4	0	0	0	0	23
07:45 AM	0	2	10	1	0	0	0	6	0	0	0	0	19
Total	0	7	31	15	0	0	0	14	0	0	0	0	67
08:00 AM	0	3	3	12	0	0	0	6	0	0	0	0	24
08:15 AM	0	6	8	4	0	0	0	2	0	0	0	0	20
08:30 AM	0	4	5	7	0	0	0	0	0	0	0	0	16
08:45 AM	0	1	7	8	0	0	0	3	0	0	0	0	19
Total	0	14	23	31	0	0	0	11	0	0	0	0	79
Grand Total	0	21	54	46	0	0	0	25	0	0	0	0	146
Apprch %	0	28	72	100	0	0	0	100	0	0	0	0	
Total %	0	14.4	37	31.5	0	0	0	17.1	0	0	0	0	

	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	5	8	11	0	0	11	0	4	0	4	0	0	0	0	23
07:45 AM	0	2	10	12	1	0	0	1	0	6	0	6	0	0	0	0	19
08:00 AM	0	3	3	6	12	0	0	12	0	6	0	6	0	0	0	0	24
08:15 AM	0	6	8	14	4	0	0	4	0	2	0	2	0	0	0	0	20
Total Volume	0	14	26	40	28	0	0	28	0	18	0	18	0	0	0	0	86
% App. Total	0	35	65		100	0	0		0	100	0		0	0	0		
PHF	.000	.583	.650	.714	.583	.000	.000	.583	.000	.750	.000	.750	.000	.000	.000	.000	.896



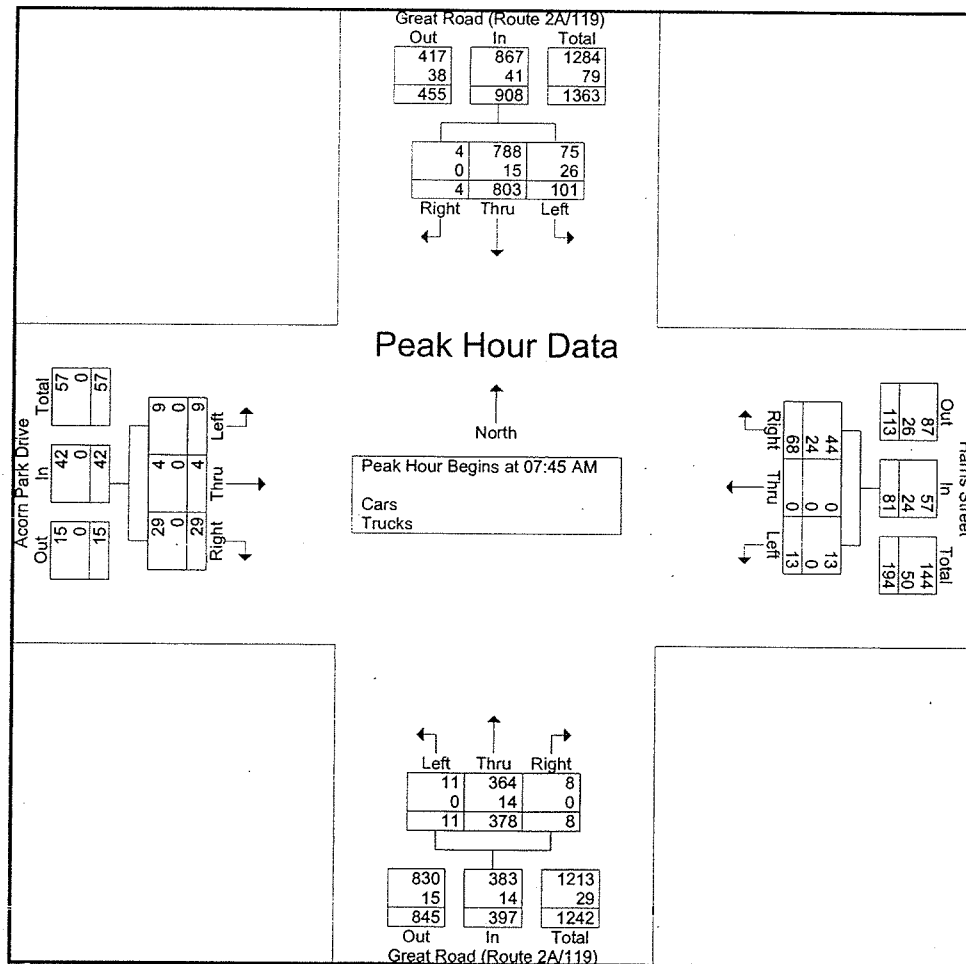
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	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	223	28	252	9	0	3	12	1	77	2	80	5	1	3	9	353
08:00 AM	1	201	18	220	27	0	4	31	3	90	1	94	11	1	2	14	359
08:15 AM	1	195	31	227	13	0	2	15	2	88	2	92	3	0	2	5	339
08:30 AM	1	184	24	209	19	0	4	23	2	123	6	131	10	2	2	14	377
Total Volume	4	803	101	908	68	0	13	81	8	378	11	397	29	4	9	42	1428
% App. Total	0.4	88.4	11.1		84	0	16		2	95.2	2.8		69	9.5	21.4		
PHF	1.000	.900	.815	.901	.630	.000	.813	.653	.667	.768	.458	.758	.659	.500	.750	.750	.947
Cars	4	788	75	867	44	0	13	57	8	364	11	383	29	4	9	42	1349
% Cars	100	98.1	74.3	95.5	64.7	0	100	70.4	100	96.3	100	96.5	100	100	100	100	94.5
Trucks	0	15	26	41	24	0	0	24	0	14	0	14	0	0	0	0	79
% Trucks	0	1.9	25.7	4.5	35.3	0	0	29.6	0	3.7	0	3.5	0	0	0	0	5.5





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N/S: Great Road (Route 2A/119)
E/W: Main Street (Route 27)
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981BB
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Great Road (Route 2A/119) From North			Main Street (Route 27) From East			Great Road (Route 2A/119) From South			Main Street (Route 27) From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	58	102	5	3	41	36	69	161	29	22	40	62	628
04:15 PM	48	88	4	6	76	29	57	155	20	16	66	46	611
04:30 PM	50	94	6	8	66	33	42	168	20	18	58	48	611
04:45 PM	47	104	3	8	48	39	49	182	24	21	48	54	627
Total	203	388	18	25	231	137	217	666	93	77	212	210	2477
05:00 PM	67	78	4	5	57	28	67	190	24	15	67	82	684
05:15 PM	53	95	6	11	59	35	50	175	20	19	63	60	646
05:30 PM	52	94	6	3	57	48	53	149	11	20	60	81	634
05:45 PM	43	87	6	2	73	41	49	156	28	20	42	63	610
Total	215	354	22	21	246	152	219	670	83	74	232	286	2574
Grand Total	418	742	40	46	477	289	436	1336	176	151	444	496	5051
Apprch %	34.8	61.8	3.3	5.7	58.7	35.6	22.4	68.6	9	13.8	40.7	45.5	
Total %	8.3	14.7	0.8	0.9	9.4	5.7	8.6	26.5	3.5	3	8.8	9.8	
Cars	416	740	39	46	475	289	436	1332	175	151	442	492	5033
% Cars	99.5	99.7	97.5	100	99.6	100	100	99.7	99.4	100	99.5	99.2	99.6
Trucks	2	2	1	0	2	0	0	4	1	0	2	4	18
% Trucks	0.5	0.3	2.5	0	0.4	0	0	0.3	0.6	0	0.5	0.8	0.4

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	47	104	3	154	8	48	39	95	49	182	24	255	21	48	54	123	627
05:00 PM	67	78	4	149	5	57	28	90	67	190	24	281	15	67	82	164	684
05:15 PM	53	95	6	154	11	59	35	105	50	175	20	245	19	63	60	142	646
05:30 PM	52	94	6	152	3	57	48	108	53	149	11	213	20	60	81	161	634
Total Volume	219	371	19	609	27	221	150	398	219	696	79	994	75	238	277	590	2591
% App. Total	36	60.9	3.1		6.8	55.5	37.7		22	70	7.9		12.7	40.3	46.9		
PHF	.817	.892	.792	.989	.614	.936	.781	.921	.817	.916	.823	.884	.893	.888	.845	.899	.947
Cars	218	369	19	606	27	220	150	397	219	693	79	991	75	238	275	588	2582
% Cars	99.5	99.5	100	99.5	100	99.5	100	99.7	100	99.6	100	99.7	100	100	99.3	99.7	99.7
Trucks	1	2	0	3	0	1	0	1	0	3	0	3	0	0	2	2	9
% Trucks	0.5	0.5	0	0.5	0	0.5	0	0.3	0	0.4	0	0.3	0	0	0.7	0.3	0.3



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Page No : 1

Groups Printed- Cars

Start Time	Great Road (Route 2A/119) From North			Main Street (Route 27) From East			Great Road (Route 2A/119) From South			Main Street (Route 27) From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	58	102	5	3	41	36	69	161	28	22	40	62	627
04:15 PM	48	88	4	6	76	29	57	155	20	16	64	45	608
04:30 PM	49	94	6	8	65	33	42	168	20	18	58	47	608
04:45 PM	47	103	3	8	48	39	49	182	24	21	48	54	626
Total	202	387	18	25	230	137	217	666	92	77	210	208	2469
05:00 PM	66	78	4	5	57	28	67	189	24	15	67	81	681
05:15 PM	53	94	6	11	59	35	50	173	20	19	63	59	642
05:30 PM	52	94	6	3	56	48	53	149	11	20	60	81	633
05:45 PM	43	87	5	2	73	41	49	155	28	20	42	63	608
Total	214	353	21	21	245	152	219	666	83	74	232	284	2564
Grand Total	416	740	39	46	475	289	436	1332	175	151	442	492	5033
Apprch %	34.8	61.9	3.3	5.7	58.6	35.7	22.4	68.6	9	13.9	40.7	45.3	
Total %	8.3	14.7	0.8	0.9	9.4	5.7	8.7	26.5	3.5	3	8.8	9.8	

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	47	103	3	153	8	48	39	95	49	182	24	255	21	48	54	123	626
05:00 PM	66	78	4	148	5	57	28	90	67	189	24	280	15	67	81	163	681
05:15 PM	53	94	6	153	11	59	35	105	50	173	20	243	19	63	59	141	642
05:30 PM	52	94	6	152	3	56	48	107	53	149	11	213	20	60	81	161	633
Total Volume	218	369	19	606	27	220	150	397	219	693	79	991	75	238	275	588	2582
% App. Total	36	60.9	3.1		6.8	55.4	37.8		22.1	69.9	8		12.8	40.5	46.8		
PHF	.826	.896	.792	.990	.614	.932	.781	.928	.817	.917	.823	.885	.893	.888	.849	.902	.948



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Groups Printed- Trucks

Start Time	Great Road (Route 2A/119) From North			Main Street (Route 27) From East			Great Road (Route 2A/119) From South			Main Street (Route 27) From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	3
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	1	0	0	0	1	0	2	2	8
05:00 PM	1	0	0	0	0	0	0	1	0	0	0	1	3
05:15 PM	0	1	0	0	0	0	0	2	0	0	0	1	4
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
Total	1	1	1	0	1	0	0	4	0	0	0	2	10
Grand Total	2	2	1	0	2	0	0	4	1	0	2	4	18
Apprch %	40	40	20	0	100	0	0	80	20	0	33.3	66.7	
Total %	11.1	11.1	5.6	0	11.1	0	0	22.2	5.6	0	11.1	22.2	

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
Total Volume	2	2	0	4	0	1	0	1	0	3	0	3	0	0	3	3	11
% App. Total	50	50	0		0	100	0		0	100	0		0	0	100		
PHF	.500	.500	.000	1.000	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.750	.750	.688



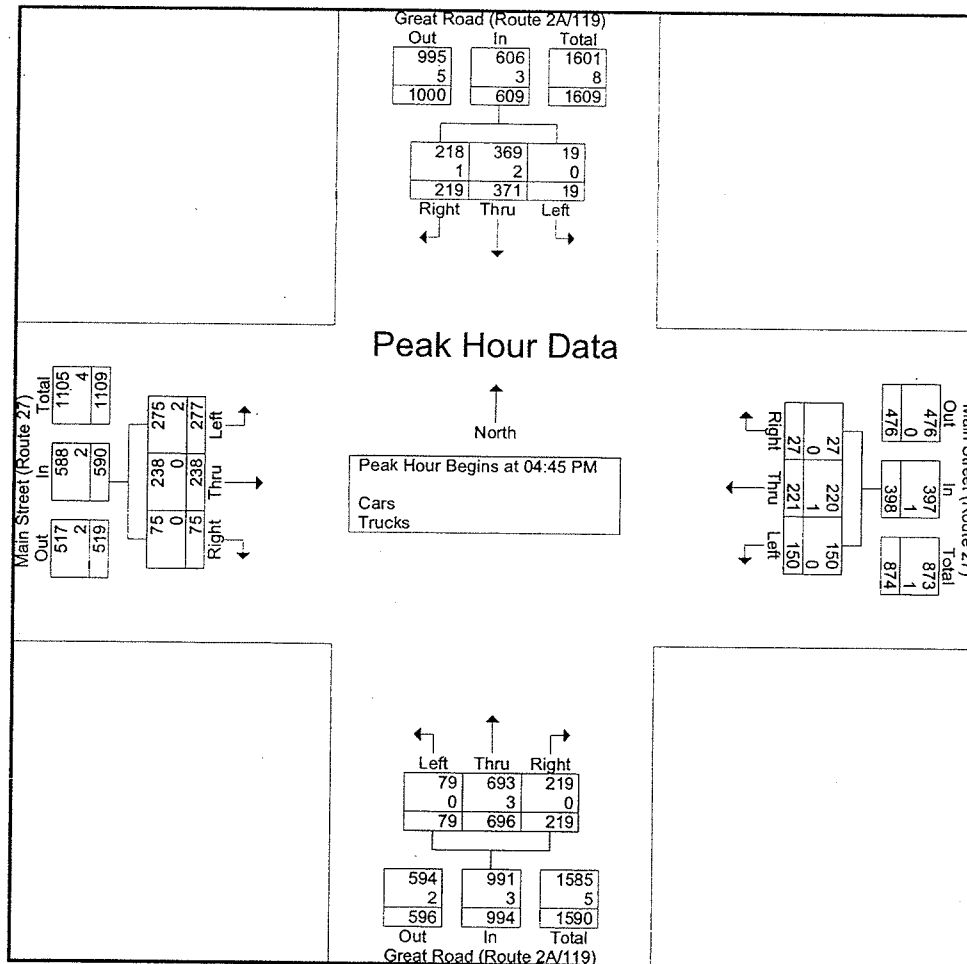
PRECISION
D A T A
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Great Road (Route 2A/119)
E/W: Main Street (Route 27)
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981BB
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	47	104	3	154	8	48	39	95	49	182	24	255	21	48	54	123	627
05:00 PM	67	78	4	149	5	57	28	90	67	190	24	281	15	67	82	164	684
05:15 PM	53	95	6	154	11	59	35	105	50	175	20	245	19	63	60	142	646
05:30 PM	52	94	6	152	3	57	48	108	53	149	11	213	20	60	81	161	634
Total Volume	219	371	19	609	27	221	150	398	219	696	79	994	75	238	277	590	2591
% App. Total	36	60.9	3.1		6.8	55.5	37.7		22	70	7.9		12.7	40.3	46.9		
PHF	.817	.892	.792	.989	.614	.936	.781	.921	.817	.916	.823	.884	.893	.888	.845	.899	.947
Cars	218	369	19	606	27	220	150	397	219	693	79	991	75	238	275	588	2582
% Cars	99.5	99.5	100	99.5	100	99.5	100	99.7	100	99.6	100	99.7	100	100	99.3	99.7	99.7
Trucks	1	2	0	3	0	1	0	1	0	3	0	3	0	0	2	2	9
% Trucks	0.5	0.5	0	0.5	0	0.5	0	0.3	0	0.4	0	0.3	0	0	0.7	0.3	0.3





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N/S: Great Road (Route 2A/119)
W: Skyline Drive
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981AA
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Great Road (Route 2A/119) From North		Great Road (Route 2A/119) From South		Skyline Drive From West		Int. Total
	Right	Thru	Thru	Left	Right	Left	
04:00 PM	0	161	233	3	1	0	398
04:15 PM	1	145	214	0	2	0	362
04:30 PM	0	149	223	1	1	3	377
04:45 PM	0	149	243	5	4	2	403
Total	1	604	913	9	8	5	1540
05:00 PM	0	150	279	1	0	0	430
05:15 PM	0	144	224	0	0	0	368
05:30 PM	0	142	241	0	0	0	383
05:45 PM	1	130	234	1	3	0	369
Total	1	566	978	2	3	0	1550
Grand Total	2	1170	1891	11	11	5	3090
Apprch %	0.2	99.8	99.4	0.6	68.8	31.2	
Total %	0.1	37.9	61.2	0.4	0.4	0.2	
Cars	2	1168	1885	11	11	5	3082
% Cars	100	99.8	99.7	100	100	100	99.7
Trucks	0	2	6	0	0	0	8
% Trucks	0	0.2	0.3	0	0	0	0.3

	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	149	149	243	5	248	4	2	6	403
05:00 PM	0	150	150	279	1	280	0	0	0	430
05:15 PM	0	144	144	224	0	224	0	0	0	368
05:30 PM	0	142	142	241	0	241	0	0	0	383
Total Volume	0	585	585	987	6	993	4	2	6	1584
% App. Total	0	100		99.4	0.6		66.7	33.3		
PHF	.000	.975	.975	.884	.300	.887	.250	.250	.250	.921
Cars	0	584	584	983	6	989	4	2	6	1579
% Cars	0	99.8	99.8	99.6	100	99.6	100	100	100	99.7
Trucks	0	1	1	4	0	4	0	0	0	5
% Trucks	0	0.2	0.2	0.4	0	0.4	0	0	0	0.3



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N/S: Great Road (Route 2A/119)
W: Skyline Drive
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981AA
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Cars								
Start Time	Great Road (Route 2A/119) From North		Great Road (Route 2A/119) From South		Skyline Drive From West			
	Right	Thru	Thru	Left	Right	Left	Int. Total	
04:00 PM	0	161	233	3	1	0	398	
04:15 PM	1	145	213	0	2	0	361	
04:30 PM	0	149	223	1	1	3	377	
04:45 PM	0	148	243	5	4	2	402	
Total	1	603	912	9	8	5	1538	
05:00 PM	0	150	277	1	0	0	428	
05:15 PM	0	144	222	0	0	0	366	
05:30 PM	0	142	241	0	0	0	383	
05:45 PM	1	129	233	1	3	0	367	
Total	1	565	973	2	3	0	1544	
Grand Total	2	1168	1885	11	11	5	3082	
Apprch %	0.2	99.8	99.4	0.6	68.8	31.2		
Total %	0.1	37.9	61.2	0.4	0.4	0.2		

Start Time	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	148	148	243	5	248	4	2	6	402
05:00 PM	0	150	150	277	1	278	0	0	0	428
05:15 PM	0	144	144	222	0	222	0	0	0	366
05:30 PM	0	142	142	241	0	241	0	0	0	383
Total Volume	0	584	584	983	6	989	4	2	6	1579
% App. Total	0	100		99.4	0.6		66.7	33.3		
PHF	.000	.973	.973	.887	.300	.889	.250	.250	.250	.922



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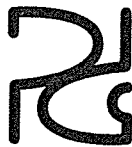
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N/S: Great Road (Route 2A/119)
W: Skyline Drive
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981AA
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Start Time	Great Road (Route 2A/119) From North		Great Road (Route 2A/119) From South		Skyline Drive From West		Int. Total
	Right	Thru	Thru	Left	Right	Left	
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	1
Total	0	1	1	0	0	0	2
05:00 PM	0	0	2	0	0	0	2
05:15 PM	0	0	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	0	0	2
Total	0	1	5	0	0	0	6
Grand Total	0	2	6	0	0	0	8
Apprch %	0	100	100	0	0	0	
Total %	0	25	75	0	0	0	

Start Time	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	2	0	2	0	0	0	2
05:15 PM	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	1	0	1	0	0	0	2
Total Volume	0	1	1	5	0	5	0	0	0	6
% App. Total	0	100		100	0		0	0		
PHF	.000	.250	.250	.625	.000	.625	.000	.000	.000	.750



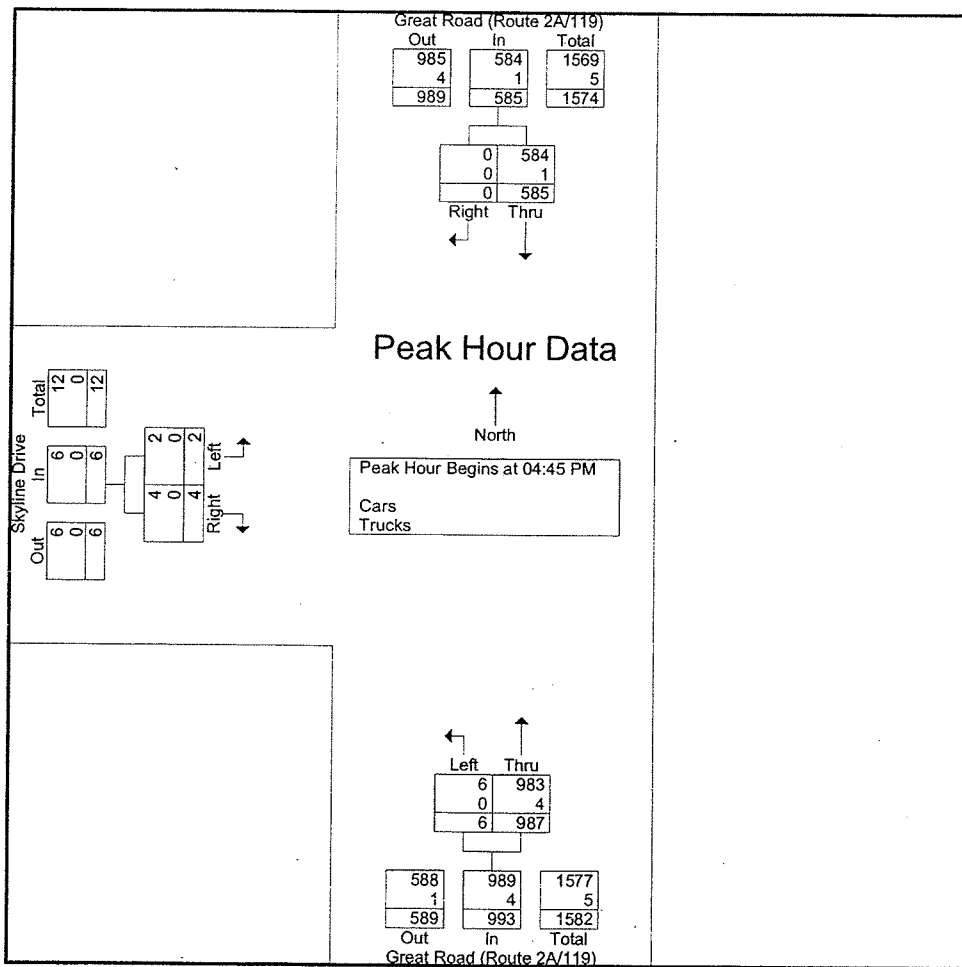
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File Name : 70981AA
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	149	149	243	5	248	4	2	6	403
05:00 PM	0	150	150	279	1	280	0	0	0	430
05:15 PM	0	144	144	224	0	224	0	0	0	368
05:30 PM	0	142	142	241	0	241	0	0	0	383
Total Volume	0	585	585	987	6	993	4	2	6	1584
% App. Total	0	100		99.4	0.6		66.7	33.3		
PHF	.000	.975	.975	.884	.300	.887	.250	.250	.250	.921
Cars	0	584	584	983	6	989	4	2	6	1579
% Cars	0	99.8	99.8	99.6	100	99.6	100	100	100	99.7
Trucks	0	1	1	4	0	4	0	0	0	5
% Trucks	0	0.2	0.2	0.4	0	0.4	0	0	0	0.3





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N/S: Great Road (Route 2A/119)
E/W: Harris Street/ Acorn Park Drive
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981CC
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Great Road (Route 2A/119) From North			Harris Street From East			Great Road (Route 2A/119) From South			Acorn Park Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	5	136	9	23	0	4	5	183	7	2	1	4	379
04:15 PM	3	132	17	11	1	1	5	190	6	8	0	4	378
04:30 PM	5	131	15	17	1	0	5	200	8	11	0	4	397
04:45 PM	4	132	13	23	0	7	7	211	5	8	0	3	413
Total	17	531	54	74	2	12	22	784	26	29	1	15	1567
05:00 PM	3	136	18	30	0	2	5	252	8	6	0	6	466
05:15 PM	3	139	27	13	0	2	1	193	9	6	0	6	399
05:30 PM	4	124	18	23	0	3	4	215	7	3	0	2	403
05:45 PM	2	117	8	22	0	7	8	193	16	9	0	1	383
Total	12	516	71	88	0	14	18	853	40	24	0	15	1651
Grand Total	29	1047	125	162	2	26	40	1637	66	53	1	30	3218
Apprch %	2.4	87.2	10.4	85.3	1.1	13.7	2.3	93.9	3.8	63.1	1.2	35.7	
Total %	0.9	32.5	3.9	5	0.1	0.8	1.2	50.9	2.1	1.6	0	0.9	
Cars	29	1044	123	160	2	26	40	1630	66	53	1	30	3204
% Cars	100	99.7	98.4	98.8	100	100	100	99.6	100	100	100	100	99.6
Trucks	0	3	2	2	0	0	0	7	0	0	0	0	14
% Trucks	0	0.3	1.6	1.2	0	0	0	0.4	0	0	0	0	0.4

	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	132	13	149	23	0	7	30	7	211	5	223	8	0	3	11	413
05:00 PM	3	136	18	157	30	0	2	32	5	252	8	265	6	0	6	12	466
05:15 PM	3	139	27	169	13	0	2	15	1	193	9	203	6	0	6	12	399
05:30 PM	4	124	18	146	23	0	3	26	4	215	7	226	3	0	2	5	403
Total Volume	14	531	76	621	89	0	14	103	17	871	29	917	23	0	17	40	1681
% App. Total	2.3	85.5	12.2		86.4	0	13.6		1.9	95	3.2		57.5	0	42.5		
PHF	.875	.955	.704	.919	.742	.000	.500	.805	.607	.864	.806	.865	.719	.000	.708	.833	.902
Cars	14	529	75	618	87	0	14	101	17	867	29	913	23	0	17	40	1672
% Cars	100	99.6	98.7	99.5	97.8	0	100	98.1	100	99.5	100	99.6	100	0	100	100	99.5
Trucks	0	2	1	3	2	0	0	2	0	4	0	4	0	0	0	0	9
% Trucks	0	0.4	1.3	0.5	2.2	0	0	1.9	0	0.5	0	0.4	0	0	0	0	0.5



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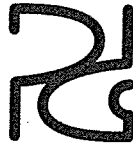
N/S: Great Road (Route 2A/119)
E/W: Harris Street/ Acorn Park Drive
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981CC
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Cars

Start Time	Great Road (Route 2A/119) From North			Harris Street From East			Great Road (Route 2A/119) From South			Acorn Park Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	5	136	9	23	0	4	5	183	7	2	1	4	379
04:15 PM	3	132	16	11	1	1	5	189	6	8	0	4	376
04:30 PM	5	131	15	17	1	0	5	200	8	11	0	4	397
04:45 PM	4	131	13	23	0	7	7	211	5	8	0	3	412
Total	17	530	53	74	2	12	22	783	26	29	1	15	1564
05:00 PM	3	136	17	30	0	2	5	250	8	6	0	6	463
05:15 PM	3	139	27	12	0	2	1	191	9	6	0	6	396
05:30 PM	4	123	18	22	0	3	4	215	7	3	0	2	401
05:45 PM	2	116	8	22	0	7	8	191	16	9	0	1	380
Total	12	514	70	86	0	14	18	847	40	24	0	15	1640
Grand Total	29	1044	123	160	2	26	40	1630	66	53	1	30	3204
Apprch %	2.4	87.3	10.3	85.1	1.1	13.8	2.3	93.9	3.8	63.1	1.2	35.7	
Total %	0.9	32.6	3.8	5	0.1	0.8	1.2	50.9	2.1	1.7	0	0.9	

	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	131	13	148	23	0	7	30	7	211	5	223	8	0	3	11	412
05:00 PM	3	136	17	156	30	0	2	32	5	250	8	263	6	0	6	12	463
05:15 PM	3	139	27	169	12	0	2	14	1	191	9	201	6	0	6	12	396
05:30 PM	4	123	18	145	22	0	3	25	4	215	7	226	3	0	2	5	401
Total Volume	14	529	75	618	87	0	14	101	17	867	29	913	23	0	17	40	1672
% App. Total	2.3	85.6	12.1		86.1	0	13.9		1.9	95	3.2		57.5	0	42.5		
PHF	.875	.951	.694	.914	.725	.000	.500	.789	.607	.867	.806	.868	.719	.000	.708	.833	.903



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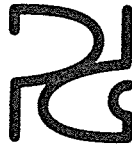
N/S: Great Road (Route 2A/119)
E/W: Harris Street/ Acorn Park Drive
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981CC
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

Groups Printed- Trucks

Start Time	Great Road (Route 2A/119) From North			Harris Street From East			Great Road (Route 2A/119) From South			Acorn Park Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	1	0	0	0	0	3
05:00 PM	0	0	1	0	0	0	0	2	0	0	0	0	3
05:15 PM	0	0	0	1	0	0	0	2	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	2	1	2	0	0	0	6	0	0	0	0	11
Grand Total	0	3	2	2	0	0	0	7	0	0	0	0	14
Apprch %	0	60	40	100	0	0	0	100	0	0	0	0	
Total %	0	21.4	14.3	14.3	0	0	0	50	0	0	0	0	

	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
05:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	2	1	3	2	0	0	2	0	6	0	6	0	0	0	0	11
% App. Total	0	.667	.333		100	0	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.750	.500	.000	.000	.500	.000	.750	.000	.750	.000	.000	.000	.000	.917



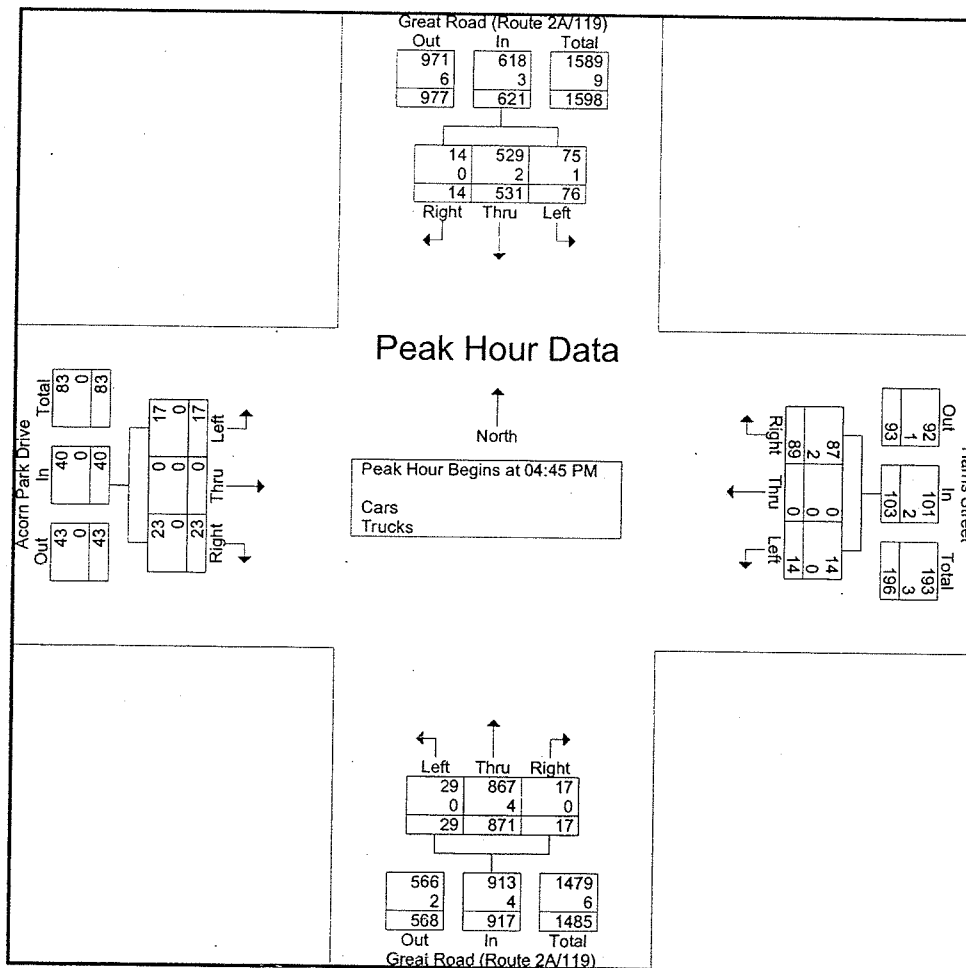
PRECISION
DATA
INDUSTRIES, LLC

P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

N/S: Great Road (Route 2A/119)
E/W: Harris Street/ Acorn Park Drive
City, State: Acton, MA
Client: CAI/ L. Grant

File Name : 70981CC
Site Code : TBA
Start Date : 2/8/2007
Page No : 1

	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	132	13	149	23	0	7	30	7	211	5	223	8	0	3	11	413
05:00 PM	3	136	18	157	30	0	2	32	5	252	8	265	6	0	6	12	466
05:15 PM	3	139	27	169	13	0	2	15	1	193	9	203	6	0	6	12	399
05:30 PM	4	124	18	146	23	0	3	26	4	215	7	226	3	0	2	5	403
Total Volume	14	531	76	621	89	0	14	103	17	871	29	917	23	0	17	40	1681
% App. Total	2.3	85.5	12.2		86.4	0	13.6		1.9	95	3.2		57.5	0	42.5		
PHF	.875	.955	.704	.919	.742	.000	.500	.805	.607	.864	.806	.865	.719	.000	.708	.833	.902
Cars	14	529	75	618	87	0	14	101	17	867	29	913	23	0	17	40	1672
% Cars	100	99.6	98.7	99.5	97.8	0	100	98.1	100	99.5	100	99.6	100	0	100	100	99.5
Trucks	0	2	1	3	2	0	0	2	0	4	0	4	0	0	0	0	9
% Trucks	0	0.4	1.3	0.5	2.2	0	0	1.9	0	0.5	0	0.4	0	0	0	0	0.5





PRECISION
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INDUSTRIES, LLC

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N/S: Great Road (Route 2A/119)

E/W: Main Street (Route 27)

City, State: Acton, MA

Client: CAI/L. Grant

File Name : 70981BBB

Site Code : TBA

Start Date : 2/10/2007

Page No : 1

Groups Printed- Cars - Trucks

Start Time	Great Road (Route 2A/119) From North			Main Street (Route 27) From East			Great Road (Route 2A/119) From South			Main Street (Route 27) From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	53	126	7	10	35	40	32	115	30	36	33	38	555
11:15 AM	53	123	10	5	47	34	25	119	24	30	42	55	567
11:30 AM	60	124	17	4	40	34	48	126	26	31	52	45	607
11:45 AM	47	123	11	8	37	46	54	116	31	26	43	61	603
Total	213	496	45	27	159	154	159	476	111	123	170	199	2332
12:00 PM	49	129	8	7	40	38	44	132	38	28	47	76	636
12:15 PM	55	135	8	5	32	34	57	134	36	34	43	63	636
12:30 PM	57	131	3	7	29	36	38	140	31	30	35	63	600
12:45 PM	75	139	10	4	35	38	43	134	25	24	51	55	633
Total	236	534	29	23	136	146	182	540	130	116	176	257	2505
01:00 PM	39	139	3	7	32	31	35	153	29	33	40	58	599
01:15 PM	42	145	11	8	33	39	39	122	29	21	47	60	596
01:30 PM	45	110	1	4	44	35	39	125	17	25	40	39	524
01:45 PM	59	134	8	5	38	37	44	133	26	27	27	52	590
Total	185	528	23	24	147	142	157	533	101	106	154	209	2309
Grand Total	634	1558	97	74	442	442	498	1549	342	345	500	665	7146
Apprch %	27.7	68.1	4.2	7.7	46.1	46.1	20.8	64.8	14.3	22.8	33.1	44	
Total %	8.9	21.8	1.4	1	6.2	6.2	7	21.7	4.8	4.8	7	9.3	
Cars	631	1551	97	73	440	440	496	1542	342	345	498	664	7119
% Cars	99.5	99.6	100	98.6	99.5	99.5	99.6	99.5	100	100	99.6	99.8	99.6
Trucks	3	7	0	1	2	2	2	7	0	0	2	1	27
% Trucks	0.5	0.4	0	1.4	0.5	0.5	0.4	0.5	0	0	0.4	0.2	0.4

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	49	129	8	186	7	40	38	85	44	132	38	214	28	47	76	151	636
12:15 PM	55	135	8	198	5	32	34	71	57	134	36	227	34	43	63	140	636
12:30 PM	57	131	3	191	7	29	36	72	38	140	31	209	30	35	63	128	600
12:45 PM	75	139	10	224	4	35	38	77	43	134	25	202	24	51	55	130	633
Total Volume	236	534	29	799	23	136	146	305	182	540	130	852	116	176	257	549	2505
% App. Total	29.5	66.8	3.6		7.5	44.6	47.9		21.4	63.4	15.3		21.1	32.1	46.8		
PHF	.787	.960	.725	.892	.821	.850	.961	.897	.798	.964	.855	.938	.853	.863	.845	.909	.985
Cars	235	531	29	795	22	135	145	302	181	537	130	848	116	176	257	549	2494
% Cars	99.6	99.4	100	99.5	95.7	99.3	99.3	99.0	99.5	99.4	100	99.5	100	100	100	100	99.6
Trucks	1	3	0	4	1	1	1	3	1	3	0	4	0	0	0	0	11
% Trucks	0.4	0.6	0	0.5	4.3	0.7	0.7	1.0	0.5	0.6	0	0.5	0	0	0	0	0.4



PRECISION
D A T A
INDUSTRIES, LLC

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N/S: Great Road (Route 2A/119)
E/W: Main Street (Route 27)
City, State: Acton, MA
Client: CAI/L. Grant

File Name : 70981BBB
Site Code : TBA
Start Date : 2/10/2007
Page No : 1

Groups Printed- Cars

Start Time	Great Road (Route 2A/119) From North			Main Street (Route 27) From East			Great Road (Route 2A/119) From South			Main Street (Route 27) From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	52	126	7	10	34	40	32	114	30	36	33	37	551
11:15 AM	52	123	10	5	47	34	25	117	24	30	41	55	563
11:30 AM	60	123	17	4	40	34	48	126	26	31	52	45	606
11:45 AM	47	123	11	8	37	46	54	116	31	26	43	61	603
Total	211	495	45	27	158	154	159	473	111	123	169	198	2323
12:00 PM	49	127	8	7	40	38	44	131	38	28	47	76	633
12:15 PM	55	134	8	4	32	34	57	133	36	34	43	63	633
12:30 PM	56	131	3	7	29	36	37	140	31	30	35	63	598
12:45 PM	75	139	10	4	34	37	43	133	25	24	51	55	630
Total	235	531	29	22	135	145	181	537	130	116	176	257	2494
01:00 PM	39	138	3	7	32	31	35	152	29	33	40	58	597
01:15 PM	42	145	11	8	33	39	38	122	29	21	47	60	595
01:30 PM	45	109	1	4	44	35	39	125	17	25	40	39	523
01:45 PM	59	133	8	5	38	36	44	133	26	27	26	52	587
Total	185	525	23	24	147	141	156	532	101	106	153	209	2302
Grand Total	631	1551	97	73	440	440	496	1542	342	345	498	664	7119
Apprch %	27.7	68.1	4.3	7.7	46.2	46.2	20.8	64.8	14.4	22.9	33	44.1	
Total %	8.9	21.8	1.4	1	6.2	6.2	7	21.7	4.8	4.8	7	9.3	

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				Int. Total
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	49	127	8	184	7	40	38	85	44	131	38	213	28	47	76	151	633
12:15 PM	55	134	8	197	4	32	34	70	57	133	36	226	34	43	63	140	633
12:30 PM	56	131	3	190	7	29	36	72	37	140	31	208	30	35	63	128	598
12:45 PM	75	139	10	224	4	34	37	75	43	133	25	201	24	51	55	130	630
Total Volume	235	531	29	795	22	135	145	302	181	537	130	848	116	176	257	549	2494
% App. Total	29.6	66.8	3.6		7.3	44.7	48		21.3	63.3	15.3		21.1	32.1	46.8		
PHF	.783	.955	.725	.887	.786	.844	.954	.888	.794	.959	.855	.938	.853	.863	.845	.909	.985



PRECISION
D A T A
INDUSTRIES, LLC

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N/S: Great Road (Route 2A/119)
E/W: Main Street (Route 27)
City, State: Acton, MA
Client: CAI/L. Grant

File Name : 70981BBB
Site Code : TBA
Start Date : 2/10/2007
Page No : 1

Groups Printed- Trucks

Start Time	Great Road (Route 2A/119) From North			Main Street (Route 27) From East			Great Road (Route 2A/119) From South			Main Street (Route 27) From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	1	0	0	0	1	0	0	1	0	0	0	1	4
11:15 AM	1	0	0	0	0	0	0	2	0	0	1	0	4
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	1	0	0	3	0	0	1	1	9
12:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
12:15 PM	0	1	0	1	0	0	0	1	0	0	0	0	3
12:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	2
12:45 PM	0	0	0	0	1	1	0	1	0	0	0	0	3
Total	1	3	0	1	1	1	1	3	0	0	0	0	11
01:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	1	0	0	0	1	0	0	0	0	1	0	3
Total	0	3	0	0	0	1	1	1	0	0	1	0	7
Grand Total	3	7	0	1	2	2	2	7	0	0	2	1	27
Apprch %	30	70	0	20	40	40	22.2	77.8	0	0	66.7	33.3	
Total %	11.1	25.9	0	3.7	7.4	7.4	7.4	25.9	0	0	7.4	3.7	

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
12:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
12:30 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
12:45 PM	0	0	0	0	0	1	1	2	0	1	0	1	0	0	0	0	3
Total Volume	1	3	0	4	1	1	1	3	1	3	0	4	0	0	0	0	11
% App. Total	25	75	0		33.3	33.3	33.3		25	75	0		0	0	0		
PHF	.250	.375	.000	.500	.250	.250	.250	.375	.250	.750	.000	1.000	.000	.000	.000	.000	.917



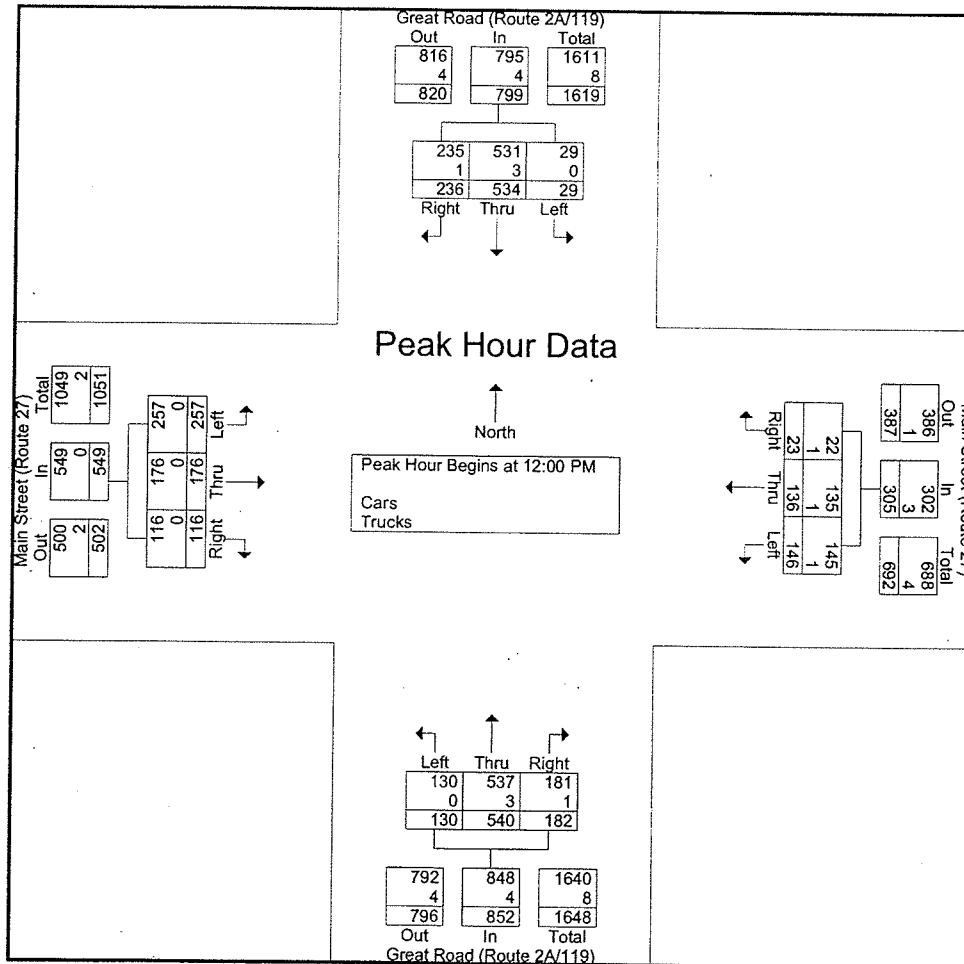
PRECISION
D A T A
INDUSTRIES, LLC

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N/S: Great Road (Route 2A/119)
E/W: Main Street (Route 27)
City, State: Acton, MA
Client: CAI/L. Grant

File Name : 70981BBB
Site Code : TBA
Start Date : 2/10/2007
Page No : 1

	Great Road (Route 2A/119) From North				Main Street (Route 27) From East				Great Road (Route 2A/119) From South				Main Street (Route 27) From West				Int. Total
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	49	129	8	186	7	40	38	85	44	132	38	214	28	47	76	151	636
12:15 PM	55	135	8	198	5	32	34	71	57	134	36	227	34	43	63	140	636
12:30 PM	57	131	3	191	7	29	36	72	38	140	31	209	30	35	63	128	600
12:45 PM	75	139	10	224	4	35	38	77	43	134	25	202	24	51	55	130	633
Total Volume	236	534	29	799	23	136	146	305	182	540	130	852	116	176	257	549	2505
% App. Total	29.5	66.8	3.6		7.5	44.6	47.9		21.4	63.4	15.3		21.1	32.1	46.8		
PHF	.787	.960	.725	.892	.821	.850	.961	.897	.798	.964	.855	.938	.853	.863	.845	.909	.985
Cars	235	531	29	795	22	135	145	302	181	537	130	848	116	176	257	549	2494
% Cars	99.6	99.4	100	99.5	95.7	99.3	99.3	99.0	99.5	99.4	100	99.5	100	100	100	100	99.6
Trucks	1	3	0	4	1	1	1	3	1	3	0	4	0	0	0	0	11
% Trucks	0.4	0.6	0	0.5	4.3	0.7	0.7	1.0	0.5	0.6	0	0.5	0	0	0	0	0.4





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INDUSTRIES, LLC

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N/S: Great Road (Route 2A/119)
W: Skyline Drive
City, State: Acton, MA
Client: CAI/L. Grant

File Name : 70981AAA
Site Code : TBA
Start Date : 2/10/2007
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Great Road (Route 2A/119) From North		Great Road (Route 2A/119) From South		Skyline Drive From West		Int. Total
	Right	Thru	Thru	Left	Right	Left	
11:00 AM	1	183	156	1	2	2	345
11:15 AM	1	202	182	1	2	0	388
11:30 AM	0	178	174	3	4	0	359
11:45 AM	3	182	184	0	1	1	371
Total	5	745	696	5	9	3	1463
12:00 PM	2	204	217	2	4	0	429
12:15 PM	1	173	177	1	3	1	356
12:30 PM	0	184	201	5	0	1	391
12:45 PM	1	202	182	0	1	1	387
Total	4	763	777	8	8	3	1563
01:00 PM	0	176	207	2	2	1	388
01:15 PM	1	188	196	0	2	1	388
01:30 PM	0	160	162	0	1	0	323
01:45 PM	2	157	153	1	2	1	316
Total	3	681	718	3	7	3	1415
Grand Total	12	2189	2191	16	24	9	4441
Apprch %	0.5	99.5	99.3	0.7	72.7	27.3	
Total %	0.3	49.3	49.3	0.4	0.5	0.2	
Cars	12	2178	2182	16	24	9	4421
% Cars	100	99.5	99.6	100	100	100	99.5
Trucks	0	11	9	0	0	0	20
% Trucks	0	0.5	0.4	0	0	0	0.5

	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	2	204	206	217	2	219	4	0	4	429
12:15 PM	1	173	174	177	1	178	3	1	4	356
12:30 PM	0	184	184	201	5	206	0	1	1	391
12:45 PM	1	202	203	182	0	182	1	1	2	387
Total Volume	4	763	767	777	8	785	8	3	11	1563
% App. Total	0.5	99.5		99	1		72.7	27.3		
PHF	.500	.935	.931	.895	.400	.896	.500	.750	.688	.911
Cars	4	760	764	773	8	781	8	3	11	1556
% Cars	100	99.6	99.6	99.5	100	99.5	100	100	100	99.6
Trucks	0	3	3	4	0	4	0	0	0	7
% Trucks	0	0.4	0.4	0.5	0	0.5	0	0	0	0.4



PRECISION
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N/S: Great Road (Route 2A/119)
W: Skyline Drive
City, State: Acton, MA
Client: CAI/L. Grant

File Name : 70981AAA
Site Code : TBA
Start Date : 2/10/2007
Page No : 1

Groups Printed- Cars

Start Time	Great Road (Route 2A/119) From North		Great Road (Route 2A/119) From South			Skyline Drive From West		Int. Total
	Right	Thru	Thru	Left		Right	Left	
11:00 AM	1	182	154	1		2	2	342
11:15 AM	1	201	180	1		2	0	385
11:30 AM	0	177	174	3		4	0	358
11:45 AM	3	181	184	0		1	1	370
Total	5	741	692	5		9	3	1455
12:00 PM	2	203	216	2		4	0	427
12:15 PM	1	172	175	1		3	1	353
12:30 PM	0	183	201	5		0	1	390
12:45 PM	1	202	181	0		1	1	386
Total	4	760	773	8		8	3	1556
01:00 PM	0	174	206	2		2	1	385
01:15 PM	1	187	196	0		2	1	387
01:30 PM	0	159	162	0		1	0	322
01:45 PM	2	157	153	1		2	1	316
Total	3	677	717	3		7	3	1410
Grand Total	12	2178	2182	16		24	9	4421
Apprch %	0.5	99.5	99.3	0.7		72.7	27.3	
Total %	0.3	49.3	49.4	0.4		0.5	0.2	

	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	2	203	205	216	2	218	4	0	4	427
12:15 PM	1	172	173	175	1	176	3	1	4	353
12:30 PM	0	183	183	201	5	206	0	1	1	390
12:45 PM	1	202	203	181	0	181	1	1	2	386
Total Volume	4	760	764	773	8	781	8	3	11	1556
% App. Total	0.5	99.5		99	1		72.7	27.3		
PHF	.500	.936	.932	.895	.400	.896	.500	.750	.688	.911



PRECISION
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N/S: Great Road (Route 2A/119)
W: Skyline Drive
City, State: Acton, MA
Client: CAI/L. Grant

File Name : 70981AAA
Site Code : TBA
Start Date : 2/10/2007
Page No : 1

Groups Printed- Trucks

Start Time	Great Road (Route 2A/119) From North		Great Road (Route 2A/119) From South		Skyline Drive From West		Int. Total
	Right	Thru	Thru	Left	Right	Left	
11:00 AM	0	1	2	0	0	0	3
11:15 AM	0	1	2	0	0	0	3
11:30 AM	0	1	0	0	0	0	1
11:45 AM	0	1	0	0	0	0	1
Total	0	4	4	0	0	0	8
12:00 PM	0	1	1	0	0	0	2
12:15 PM	0	1	2	0	0	0	3
12:30 PM	0	1	0	0	0	0	1
12:45 PM	0	0	1	0	0	0	1
Total	0	3	4	0	0	0	7
01:00 PM	0	2	1	0	0	0	3
01:15 PM	0	1	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0
Total	0	4	1	0	0	0	5
Grand Total	0	11	9	0	0	0	20
Apprch %	0	100	100	0	0	0	
Total %	0	55	45	0	0	0	

	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			Int. Total
	Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	0	1	1	2	0	2	0	0	0	3
11:15 AM	0	1	1	2	0	2	0	0	0	3
11:30 AM	0	1	1	0	0	0	0	0	0	1
11:45 AM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	4	4	4	0	4	0	0	0	8
% App. Total	0	100		100	0		0	0		
PHF	.000	1.000	1.000	.500	.000	.500	.000	.000	.000	.667



PRECISION
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N/S: Great Road (Route 2A/119)

W: Skyline Drive

City, State: Acton, MA

Client: CAI/L. Grant

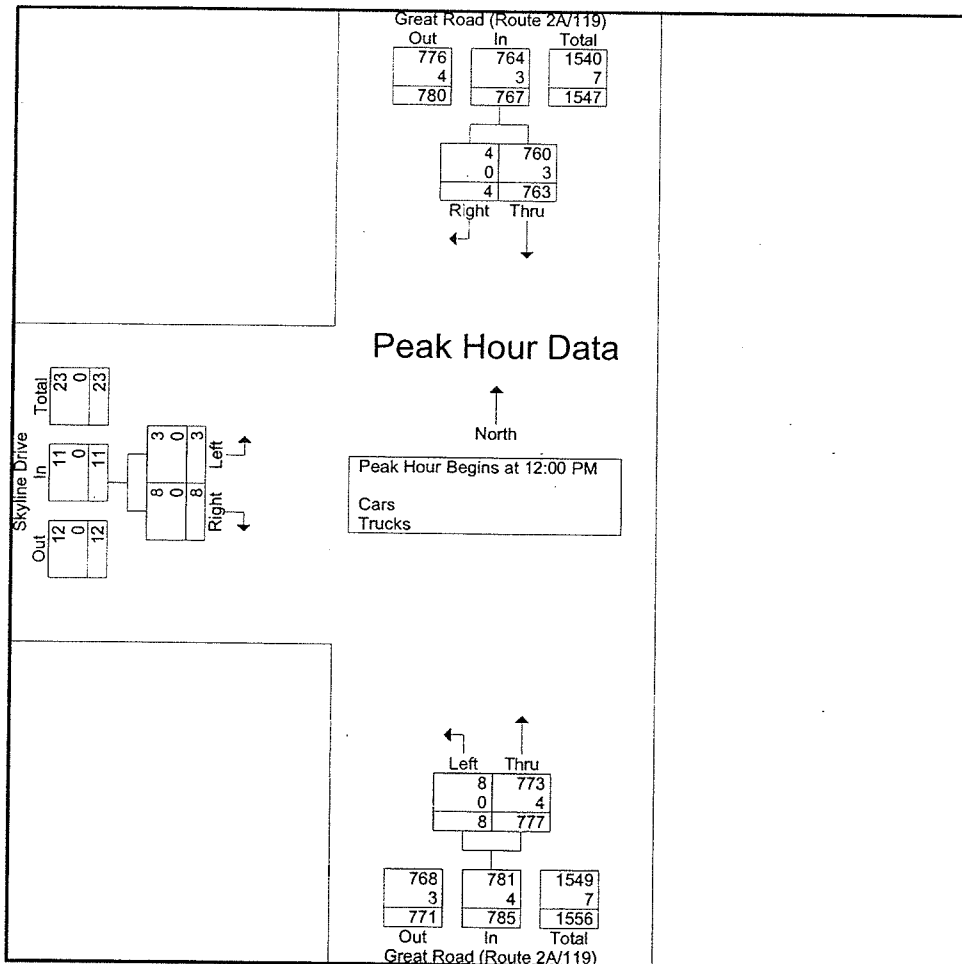
File Name : 70981AAA

Site Code : TBA

Start Date : 2/10/2007

Page No : 1

	Great Road (Route 2A/119) From North			Great Road (Route 2A/119) From South			Skyline Drive From West			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	2	204	206	217	2	219	4	0	4	429
12:15 PM	1	173	174	177	1	178	3	1	4	356
12:30 PM	0	184	184	201	5	206	0	1	1	391
12:45 PM	1	202	203	182	0	182	1	1	2	387
Total Volume	4	763	767	777	8	785	8	3	11	1563
% App. Total	0.5	99.5		99	1		72.7	27.3		
PHF	.500	.935	.931	.895	.400	.896	.500	.750	.688	.911
Cars	4	760	764	773	8	781	8	3	11	1556
% Cars	100	99.6	99.6	99.5	100	99.5	100	100	100	99.6
Trucks	0	3	3	4	0	4	0	0	0	7
% Trucks	0	0.4	0.4	0.5	0	0.5	0	0	0	0.4





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N/S: Great Road (Route 2A/119)
E/W: Harris Street/Acorn Park Drive
City, State: Acton, MA
Client: CAI/L. Grant

File Name : 70981CCC
Site Code : TBA
Start Date : 2/10/2007
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Great Road (Route 2A/119) From North			Harris Street From East			Great Road (Route 2A/119) From South			Acorn Park Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	5	158	6	10	1	0	0	142	4	12	1	3	342
11:15 AM	3	163	7	5	0	3	3	160	6	6	0	2	358
11:30 AM	2	165	9	1	0	2	6	157	9	6	0	2	359
11:45 AM	4	154	11	12	0	3	0	172	6	12	0	7	381
Total	14	640	33	28	1	8	9	631	25	36	1	14	1440
12:00 PM	5	196	6	13	1	1	3	192	11	5	0	3	436
12:15 PM	3	161	15	6	0	0	3	170	8	9	0	3	378
12:30 PM	1	183	10	11	0	2	3	193	6	4	1	4	418
12:45 PM	4	178	11	9	1	4	7	173	10	12	1	2	412
Total	13	718	42	39	2	7	16	728	35	30	2	12	1644
01:00 PM	4	154	14	12	0	2	5	164	9	8	0	3	375
01:15 PM	2	179	7	13	0	2	8	166	10	9	0	1	397
01:30 PM	1	134	5	9	0	1	4	134	4	13	0	2	307
01:45 PM	5	164	11	7	0	2	5	158	11	9	1	1	374
Total	12	631	37	41	0	7	22	622	34	39	1	7	1453
Grand Total	39	1989	112	108	3	22	47	1981	94	105	4	33	4537
Apprch %	1.8	92.9	5.2	81.2	2.3	16.5	2.2	93.4	4.4	73.9	2.8	23.2	
Total %	0.9	43.8	2.5	2.4	0.1	0.5	1	43.7	2.1	2.3	0.1	0.7	
Cars	39	1976	111	107	3	22	47	1969	94	105	4	33	4510
% Cars	100	99.3	99.1	99.1	100	100	100	99.4	100	100	100	100	99.4
Trucks	0	13	1	1	0	0	0	12	0	0	0	0	27
% Trucks	0	0.7	0.9	0.9	0	0	0	0.6	0	0	0	0	0.6

LB

WB

NB

EB

Start Time	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	5	196	6	207	13	1	1	15	3	192	11	206	5	0	3	8	436
12:15 PM	3	161	15	179	6	0	0	6	3	170	8	181	9	0	3	12	378
12:30 PM	1	183	10	194	11	0	2	13	3	193	6	202	4	1	4	9	418
12:45 PM	4	178	11	193	9	1	4	14	7	173	10	190	12	1	2	15	412
Total Volume	13	718	42	773	39	2	7	48	16	728	35	779	30	2	12	44	1644
% App. Total	1.7	92.9	5.4		81.2	4.2	14.6		2.1	93.5	4.5		68.2	4.5	27.3		
PHF	.650	.916	.700	.934	.750	.500	.438	.800	.571	.943	.795	.945	.625	.500	.750	.733	.943
Cars	13	713	42	768	39	2	7	48	16	723	35	774	30	2	12	44	1634
% Cars	100	99.3	100	99.4	100	100	100	100	100	99.3	100	99.4	100	100	100	100	99.4
Trucks	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
% Trucks	0	0.7	0	0.6	0	0	0	0	0	0.7	0	0.6	0	0	0	0	0.6



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N/S: Great Road (Route 2A/119)
E/W: Harris Street/Acorn Park Drive
City, State: Acton, MA
Client: CAI/L. Grant

File Name : 70981CCC
Site Code : TBA
Start Date : 2/10/2007
Page No : 1

Groups Printed- Cars

Start Time	Great Road (Route 2A/119) From North			Harris Street From East			Great Road (Route 2A/119) From South			Acorn Park Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	5	158	5	10	1	0	0	140	4	12	1	3	339
11:15 AM	3	162	7	4	0	3	3	159	6	6	0	2	355
11:30 AM	2	164	9	1	0	2	6	156	9	6	0	2	357
11:45 AM	4	153	11	12	0	3	0	171	6	12	0	7	379
Total	14	637	32	27	1	8	9	626	25	36	1	14	1430
12:00 PM	5	195	6	13	1	1	3	191	11	5	0	3	434
12:15 PM	3	159	15	6	0	0	3	168	8	9	0	3	374
12:30 PM	1	181	10	11	0	2	3	192	6	4	1	4	415
12:45 PM	4	178	11	9	1	4	7	172	10	12	1	2	411
Total	13	713	42	39	2	7	16	723	35	30	2	12	1634
01:00 PM	4	152	14	12	0	2	5	163	9	8	0	3	372
01:15 PM	2	177	7	13	0	2	8	166	10	9	0	1	395
01:30 PM	1	133	5	9	0	1	4	133	4	13	0	2	305
01:45 PM	5	164	11	7	0	2	5	158	11	9	1	1	374
Total	12	626	37	41	0	7	22	620	34	39	1	7	1446
Grand Total	39	1976	111	107	3	22	47	1969	94	105	4	33	4510
Apprch %	1.8	92.9	5.2	81.1	2.3	16.7	2.2	93.3	4.5	73.9	2.8	23.2	
Total %	0.9	43.8	2.5	2.4	0.1	0.5	1	43.7	2.1	2.3	0.1	0.7	

	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	5	195	6	206	13	1	1	15	3	191	11	205	5	0	3	8	434
12:15 PM	3	159	15	177	6	0	0	6	3	168	8	179	9	0	3	12	374
12:30 PM	1	181	10	192	11	0	2	13	3	192	6	201	4	1	4	9	415
12:45 PM	4	178	11	193	9	1	4	14	7	172	10	189	12	1	2	15	411
Total Volume	13	713	42	768	39	2	7	48	16	723	35	774	30	2	12	44	1634
% App. Total	1.7	92.8	5.5		81.2	4.2	14.6		2.1	93.4	4.5		68.2	4.5	27.3		
PHF	.650	.914	.700	.932	.750	.500	.438	.800	.571	.941	.795	.944	.625	.500	.750	.733	.941



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Page No : 1

Groups Printed- Trucks

Start Time	Great Road (Route 2A/119) From North			Harris Street From East			Great Road (Route 2A/119) From South			Acorn Park Drive From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	1	0	0	0	0	2	0	0	0	0	3
11:15 AM	0	1	0	1	0	0	0	1	0	0	0	0	3
11:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
11:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	3	1	1	0	0	0	5	0	0	0	0	10
12:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:15 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
12:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	5	0	0	0	0	0	5	0	0	0	0	10
01:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
01:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	0	0	0	2	0	0	0	0	7
Grand Total	0	13	1	1	0	0	0	12	0	0	0	0	27
Apprch %	0	92.9	7.1	100	0	0	0	100	0	0	0	0	
Total %	0	48.1	3.7	3.7	0	0	0	44.4	0	0	0	0	

	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
12:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
12:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
12:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.688



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	Great Road (Route 2A/119) From North				Harris Street From East				Great Road (Route 2A/119) From South				Acorn Park Drive From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
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12:15 PM	3	161	15	179	6	0	0	6	3	170	8	181	9	0	3	12	378
12:30 PM	1	183	10	194	11	0	2	13	3	193	6	202	4	1	4	9	418
12:45 PM	4	178	11	193	9	1	4	14	7	173	10	190	12	1	2	15	412
Total Volume	13	718	42	773	39	2	7	48	16	728	35	779	30	2	12	44	1644
% App. Total	1.7	92.9	5.4		81.2	4.2	14.6		2.1	93.5	4.5		68.2	4.5	27.3		
PHF	.650	.916	.700	.934	.750	.500	.438	.800	.571	.943	.795	.945	.625	.500	.750	.733	.943
Cars	13	713	42	768	39	2	7	48	16	723	35	774	30	2	12	44	1634
% Cars	100	99.3	100	99.4	100	100	100	100	100	99.3	100	99.4	100	100	100	100	99.4
Trucks	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
% Trucks	0	0.7	0	0.6	0	0	0	0	0	0.7	0	0.6	0	0	0	0	0.6

